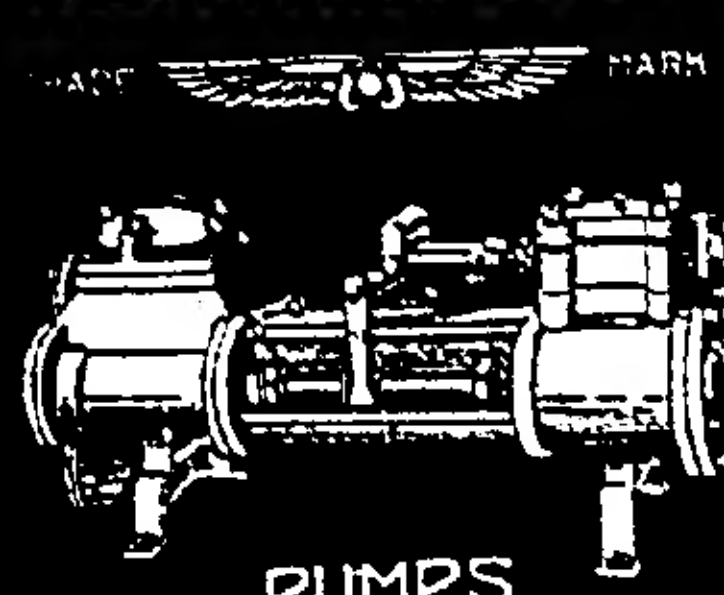


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# The Hongkong Telegraph

(ESTABLISHED 1881)

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WEDNESDAY, FEBRUARY 18, 1920.

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## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### SHANGHAI MUNICIPAL ELECTIONS.

#### SEVEN BRITISH CANDIDATES RETURNED.

Shanghai, February 17.  
The Municipal Elections resulted in the return of Mr. A. Brooke with, Mr. C. M. Bain, Mr. W. P. Lamb, Mr. G. T. Edkins, Mr. H. McIntyre, Mr. M. Benjamin and Lieut. Col. P. A. Cox (all British). Goh (Japanese) and Mr. S. Fessenden (American). There were 15 nominations for nine seats. Messrs. Brooke Smith, Bain, Lamb and Goh were ex-members. There were two American candidates—Mr. Fessenden and Dr. S. A. Ransom. Besides the latter, the unsuccessful candidates were:—Messrs. A. E. Algar, E. T. Byrne, W. B. O. Middleton, A. J. Hughes and J. F. MacGregor. Mr. Edkins to be remembered as a supporter of Messrs. Butterfield and Swire in Hong.—Ed. H.K.T.]

#### CAPTURED AMERICAN MISSIONARY.

#### ANOTHER MISSIONARY TO THE RESCUE.

Shanghai, February 18.  
Dr. Elliott Osgood, of the Chuchow Foreign Christian Mission, leaves for Canton to-morrow to attend a conference at the American Consulate preparatory to a single-handed attempt to rescue Dr. Shelton from the bandits at Yunnan-fu.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### ITALIAN VESSEL SCUTTLED.

Shanghai, February 17.  
An Italian submarine chaser docked at the Rowing Club caught fire owing to back-firing of the engine. The vessel was scuttled as explosions were feared.

### PEKING AND PART LOAN.

Shanghai, February 17.  
The Powers will not advance the Part Loan before the Chinese Year. Japan is negotiating for an immediate loan singly.

### SHANGHAI EXCHANGE.

Shanghai, February 17.  
Exchange went down to-day to eight shillings, but was firmer towards closing time.

## EARLIER TELEGRAMS.

### PEACE TREATY BEFORE U. S. SENATE.

Washington, Feb. 13.  
The Peace Treaty is again before the Senate. The prospects of ratification are brighter and it is stated that Pres. Wilson is prepared to give further concessions on the Senate reservations and Senator Lodge is ready to make a compromise. The latter now suggests that until America's voting power in the League of Nations is equal to that of any other member, including the dominions or colonies, the United States will not be bound by any decision in which a member and its dominions cast more than one vote.

### COURT OF INTERNATIONAL JUSTICE.

London, Feb. 13.  
The Commission of Jurists appointed by the League of Nations to inquire into the organisation of a permanent court of international justice includes Baron Descamps, Belgian Minister of State; Signor Fadda, Professor of Naples University; Mr. Gram, ex-Judge of the Mixed Tribunal of Egypt; Doctor Loder, Supreme Court of the Netherlands; Lord Phillimore, Mr. Elihu Root, Mr. Vessitch, Jugo-Slav Ambassador in Paris and Mr. Satsum Akidzuki, ex-Japanese Ambassador in Vienna.

### HUNGARY'S FUTURE.

Paris, Feb. 13.  
The Hungarian Delegation has submitted a note containing observations on the Peace Treaty. The note emphasises the necessity of maintaining the integrity of Hungary, demands the taking of a plebiscite regarding the disputed territories and promises to guarantee the rights of minorities in Transylvania.

## ANOTHER BURGLARY 'FLU' IN HONGKONG.

### JEWELLERS' SHOP RANSACKED.

LOSS ESTIMATED AT OVER \$25,000.

Under circumstances which, to say the least, are mysterious, a burglary has taken place at another local jewellery shop, the victims being Messrs. Mohideen and Company, at No. 38, Queen's Road Central, opposite the Hongkong Theatre.

Whoever the burglars are—and present indications cast doubt on the theory that this robbery was carried out by the clever gang of robbers who have recently been busy in our midst—they certainly had no qualms in making a clean sweep of the jewellery in the shop. Their work was most thorough and the only articles they left behind were of little value, consisting, in the greater part, of imitation jewellery and articles of little value.

To give a clear idea of the mysterious nature of the case, a description of the lay-out of the place is helpful. To begin with, there were the usual night lights burning, and there was also a watchman, who is supposed to have been awake and kept an alert eye on the hole in one of the door shutters through which the light showed. A second fact which requires the utmost investigation was that the three doors at the back, through which the burglars are supposed to have effected entry, were secured from the inside, and the bolts, bars and padlocks which secured them showed no signs of an attempt having been made to force them.

On the contrary, they were, as seen by a representative of the *Telegraph* this morning, quite intact and lying on the ground as if having been carelessly thrown there by the burglars after they had opened the doors. These three doors, which open into a passage wherein is a staircase which leads up to the offices of Messrs. Seina and Co., Cooper and Co., and other firms, lie behind each other, and in order to get into the wooden partitioned room located at the back of Messrs. Mohideen and Company's, these barriers would have to be overcome in succession. The first two were of iron bars, reinforced or covered by sheets of close-mesh wire netting. They were secured with padlocks and bolts from the inside. The third door was a wooden one and was secured also from the inside with a strong iron bar. The wire netting of the first two doors was of very small pattern, which precludes the possibility of any instrument being inserted through it to operate on the padlocks inside. This method was not attempted, as a close examination showed.

In the partitioned room there was a window which was strongly barred and also reinforced with netting. This room communicates with the drapery shop of Messrs. Chellareem and Company, next door to the jewellery shop, by a door which, it is stated, was left open last night. The manner in which the burglars gained access to the jewellery shop from this room was extremely simple. The partition between the victimized shop and the room was strengthened in the upper part by iron plates, but at the bottom this precaution was not taken. It was thought that the sheet of wire netting which covered this partition would be sufficient protection against any attempt to tamper with it. But in this calculation the proprietor of the jewellery shop was mistaken. By tearing off the sheet of wire netting, which operation was quite easy, the burglars evidently brought their instruments to bear on that bottom part of the partition which was not protected by iron plates, and cut away a square hole large enough to allow one man to creep through. In this work, he was screened from detection from the street by a large show case.

The desk behind this case was forced open and a sum of money amounting to some \$30, as well as two cheque-books, were stolen.

Readers possibly noticed yesterday that a new departure was made by the Sanitary authorities in issuing the weekly health returns, reference being made for the first time to the number of deaths that had resulted from influenza.

On enquiry this morning, a *Telegraph* representative was informed that a record is being kept of all cases in which death occurs from influenza or supposed influenza. As the complaint is not a notifiable disease, no record can be made of the cases that occur, but the compiling of a record showing the extent to which influenza is fatal should be of value.

The practice of specially noting such deaths was started with the New Year, the Chinese and non-Chinese population for the whole of the Colony being taken into account. Up to the present, no fewer than 112 deaths have been medically certified as being due to influenza on supposed influenza—the large majority of these being Chinese.

## OVER 100 DEATHS THIS YEAR.

The keeping of such a record should make it possible for the authorities to check the period over which the complaint was most evident, and, possibly, to institute some kind of preventive measures.

these being forced open and then flung on the ground after their valuables had been extracted. There were two big safes in the shop which evidently baffled the robbers, for no attempt was made to break them open. From all the show cases a clean haul was made by the burglars, who left nothing but a few gems which were not of much value. The contents of the main show case were all taken, these consisting of all kinds of jewellery, such as jade-stones, rubies, sapphires, blood-stones, brooches, necklaces, etc.

The wall cases struck the same note of emptiness, excepting for a few jade-stones and several strings of imitation pearls. After having finished with the other cases, the robbers turned their attention to the window show case, and a curious fact is that one half of this case was emptied of its contents whilst the other half was left severely alone. The work of extracting this jewellery was quite easy, as the window was screened by shutters.

One box of pearls placed on the safe was taken, as also was a box of jewellery, valued at \$1,000, which a customer had deposited with the shop for repairs, and was stolen from the show case at the back of the shop.

The exact extent of the loss has not been calculated, but a rough estimate places it as between \$25,000 and \$30,000. This is the second occasion on which the same jewellery shop has been burgled. It will be remembered that two years ago, at the beginning of the succession of stores burglaries, Messrs. Mohideen suffered a similar loss through the agency of burglars who entered the shop one night by cutting away the floor boards above the ceiling of the shop.

The circumstances of the present robbery have a mysterious aspect considering the facts mentioned regarding the position of the padlocks. If the explanation of the people of the neighbouring shop, that the locks were in their right places when the burglars made their entry, supposing that they did enter from the outside, is correct, then it is puzzling to account for their being forced, or opened, as it was a matter of impossibility for them to do so from the outside. The intact condition of the wire netting seems to exclude this theory.

Again, the Indian watchman outside must have been dead asleep or extremely negligent in duty, as the work which the burglars set themselves to perform must have taken at least half-an-hour. Into all these mysterious circumstances, Detective Sergt. Doring is investigating.

## CRIMINAL SESSIONS.

### OPENED THIS MORNING.

Mr. Justice Gompertz presided this morning over the February Criminal Sessions.

### JAPANESE CHARGED WITH MANSLAUGHTER.

Goshio Nakana was indicted on a charge of manslaughter. The following jury were empanelled:—Messrs. J. Evans, C. F. Lay, H. W. Webb, F. J. Woonford, J. C. Ribeiro, and G. A. Carvalho.

Mr. J. C. Ribeiro applied for exemption on the ground that he had exceptionally heavy work to finish.

The Puisne Judge—Everyone is exceptionally busy before the Chinese New Year. Did you make an application to this Court? Mr. Melbourne—My Lord, he made an application and it came before the Chief Justice. The Chief Justice remarked that if he presided over the Sessions he would not grant the exemption prayed for.

The Puisne Judge—This is not an Appeal Court against the decision of the Chief Justice. You will have to take your seat with the other jurors.

The Hon. Attorney General said—The person in this case is charged with manslaughter of a man employed on the steamship *Teikai Maru*. The prisoner was a third fireman on the ship and the deceased second fireman on the same ship. On the 24th January these two men, the prisoner and deceased, had a quarrel about a lock. They quarrelled about 20 minutes at breakfast that morning in the mess room on board. Eventually they came to blows, and then they separated and apparently the deceased, not the prisoner, went into his cabin and came out again with a knife and apparently threatened to take the life of the prisoner. The fight began again and the prisoner took up a poker and defended himself with the poker. He then grappled with the deceased and this continued on the landing passage on the deck. There, apparently, the prisoner got the knife away from the deceased, and instead of being satisfied with having disarmed his assailant he used it against him and stabbed him with the knife and

killed him. The defence which he set up, when charged at the Police Station on the same day, was one of accident. I may say that the charge then was one of murder, and his statement was in reply to a charge of murder. In each case the essence was the act of killing. His defence, as I have mentioned, was one of accident. His statement is as follows—I plead not guilty to the charge. I had a quarrel with the deceased, and while we were quarrelling the deceased picked up a knife and said he would kill me. I took the knife away and in so doing the knife may have touched him. The wound was 1½ inches deep beneath the heart. It seems to me that it hardly occurred by accident. One might have read of people in the old days who committed suicide by falling on their swords. The deceased may have got the wound by falling on the knife. The knife must have been held pretty firmly in that case. I do not think that could have occurred. With the defence as raised by the prisoner the only point for you to say is whether the prisoner deliberately stabbed the deceased, or whether it might have been an accident, or whether it was done in self-protection. That is not the point raised, and I do not think I should say anything on it. If you raise the point that it was done in self-defence and the killing was the only possible thing for the prisoner to save his life, you must weigh these matters. The prisoner has not suggested this thing. Manslaughter might amount to murder or it might be of such a nature as to justify a short term of imprisonment or a fine. Manslaughter varies in degree very much. I do not suggest that the case is a bad one, as the deceased first picked up the knife and attacked the prisoner.

The jury returned a unanimous verdict of not guilty. His Lordship discharged the prisoner.

### ANOTHER ACQUITTAL.

Lau Yau-chai was charged with robbery at Man Tso Ngan, in the New Territories, on December 11th, a clock, clothing and various articles and jewellery being stolen.

The prisoner pleaded not guilty. The jury returned a verdict of not guilty by six to one, and the prisoner was acquitted.



MR. ROBERT LANSING, whose resignation as U.S. Secretary of State is just announced.

### TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s.10½d.

### THE WEATHER.

Forecast:—Rain. Barometer:—30.04. Temperature 2 p.m.:—61. Humidity 2 p.m.:—95.

### FUTURE OF SCHLESWIG.

A Reuter's telegram to hand yesterday stated that the North Schleswig plebiscite has resulted in 75,151 votes in favour of union with Denmark and 75,231 for Germany. There is evidently a mistake in the figures. In fact, a private telegram has been received in Hongkong stating that North Schleswig has decided by a big majority in favour of union with Denmark, which is quite in accord with expectations, seeing that 90 per cent. of the population are Danish.



GET-BUSY!

(An American view of the law's delays.)



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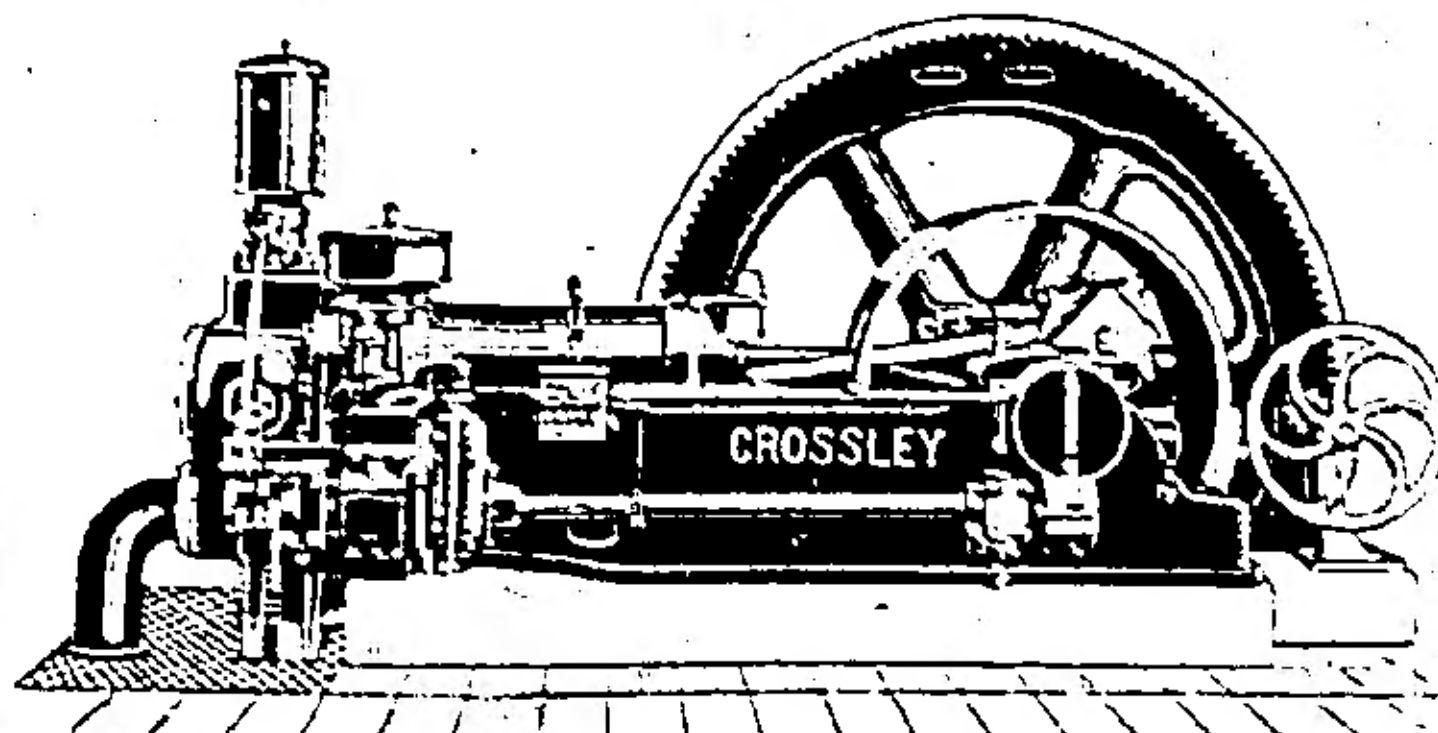
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### GENERAL NEWS.

**TIMED HIS OWN DEATH.**  
Hornell, N. Y., December 30.—  
Mr. Henry A. Pratt, a prominent  
retired business man, called his  
niece to his bedside early this  
morning and dictated a notice of  
his death for the local news-  
papers, giving 8.45 o'clock as  
the hour of death. Promptly  
the minute he passed away. He  
was eighty-eight years old and  
had been in poor health for some

time. He had previously picked  
out his own coffin and arranged  
with the undertaker to conduct  
the service.

### TRADE UNIONISM IN THEATRES.

As a result of a conference with  
the Parliamentary Committee of  
the Trade Union Congress an  
agreement was reached between  
the National Association of The-  
atrical Employees and the  
Electrical Trades Union; in regard  
to a dispute between the two or-  
ganisations. The former body

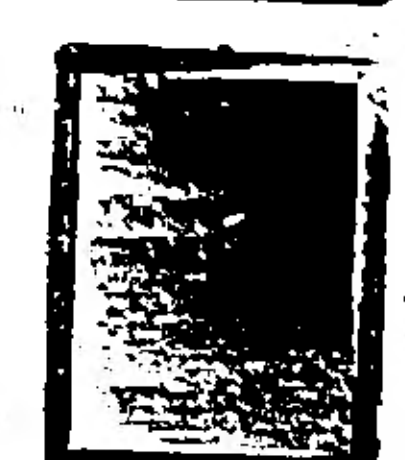
complained that the Electrical  
Trades Union had attempted to  
bring within its organisation the  
electricians in theatres and the  
operators in cinemas. The agree-  
ment arrived at provides that the  
two bodies recognise each other's  
membership card in the entertain-  
ment industry; that each Union  
undertakes not to induce a mem-  
ber of the other Union to leave  
one Union for the other, and that  
in the event of any dispute arising  
affecting conditions of employ-  
ment, joint action shall be taken.

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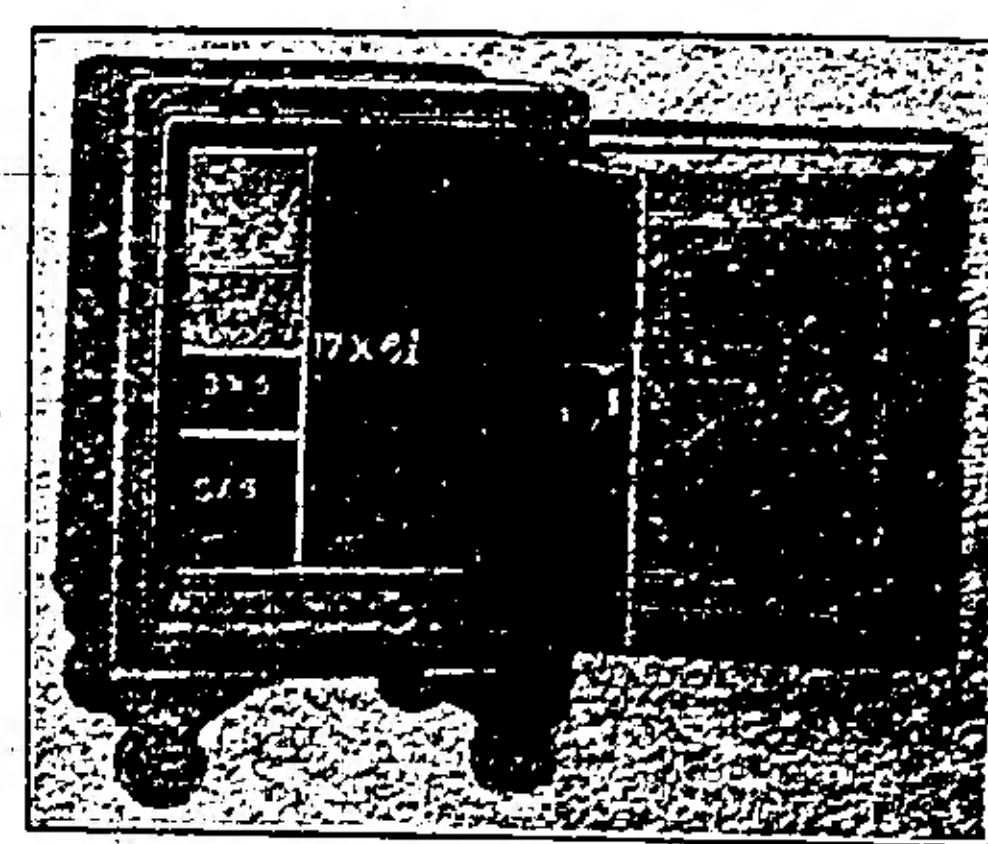
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TELEPHONE 16.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 18, 1920.

## CHURCHILL'S BOMBSHELL.

Mr. Winston Churchill is nothing if not outspoken. Because of his outspokenness, a great many people do not like him, but while we are forced at times to seriously disagree with his view of contemporary problems, we are ready to admit that he often gives expression to very blunt truths that are worthy of careful consideration by all those who are interested in government and its attendant problems. Mr. Churchill's latest utterance of note is in connection with the attitude of official Labour towards the general method of national administration, and he comes right out from the ordinary ambiguous phraseology used by public speakers to declare that Labour is unfit to govern. He further declares that the Labour party has become the party of a class, fighting only class interests, and he goes on to give it as his definite opinion that the doctrines of the Labour party, as at present evident, would be disastrous to the prosperity and unity of the Empire. Those are strong words for a prominent statesman to make against a Party that is coming to the fore, and it is a statement that should give cause for serious thought.

The ordinary association of ideas leads one to view the Labour Party as something progressive. First of all there came Socialism as a theory—rejected, of course, as all new theories are. But as the thought made ground and spread, there sprung up a Socialist Party and, as something not quite so rabid and also as something more practically progressive, there came into existence the Labour Party, working through the great Trade Unions of the country. It was a party to which many men outside the labour ranks gave their assistance and support, and it bid fair at one time to make serious encroachment on the Liberal party's hold. With the greater organisation of the Trade Unions and a frequent exertion of their power, the Labour movement has been closely associated. During the war, when industrial quiet was a requisite of victory, labour disputes were precipitated with a frequency and show of ill-consideration that set on foot a distrust of the Labour Party that has, by reason of later events, become much more widespread and general. It is this distrust that Mr. Winston Churchill has now given expression to in such an outspoken manner. One of the telegrams to hand yesterday recorded an expression by Mr. Hartshorn, the leader of the Miners at Home, to the effect that the question of the nationalisation of the coal mines would now be taken outside the realm of the House of Commons and made the subject of a national strike. Those who have followed the discussions of the question of nationalisation know how seriously the matter has been considered by Parliament and how sound are the reasons given for a non-acceptance of the principle just yet. In spite of this, one section of the community now proposes to throw into discord the whole of the remainder because its particular wishes cannot be immediately gratified. It is such actions as these that alienate all those actively connected with the Labour movement from the rest of the thinking population. Nationalisation might or might not be a good thing, but the point to remember is that the elected Parliament of the country has given its verdict against the present introduction of it. That robs any subsequent violent action, such as a national strike, of any moral right. Labour can no longer claim to be working in the general interests of the nation: it persists in actions such as these. It is a party of a class, a party for miners only one week, for railwaymen only another, and so on right through the labour classes of the country. We have admitted that the strike is a legitimate weapon of labour, when it is used to gain conditions the absence of which make life intolerable, but the power of the strike is now being exploited with a very dangerous disregard to the general welfare. So soon as one mentions Bolshevism, very superior sort of people indulge in a snigger, but it will take a lot to convince us that the principles of Bolshevism have not a great deal to do with the attitude of labour extremists at Home. Some sharp reminders are necessary to the Labour Party that it is dangerous and retrogressive to disturb the peace of a community on every occasion that a minority cannot get what it wants.

Mr. Churchill's assertion that the Labour Party is not yet fit to trust with the task of government is in some sense justified by the most recent doings. Government is a matter of the many, not of the few. All classes have to be protected. True it is that adjustments have to be made and it is just possible that in bringing about those adjustments certain people will have to relinquish something they at present have and others be given something they have not. Such matters call for quiet, studious statesmanship, not blustering interference of interested classes. Strange as it may seem after what has been said above, we have faith in the Labour Party and look to it to accomplish a great deal of good; but before it can accomplish that good it has to experience a great searching of heart and a careful revision of its tactics. For this reason we welcome Mr. Churchill's latest "bombshell" and hope that it will at least achieve a quickening of thought on the part of Labour leaders. If the miners do go on strike, they will be as irrational as the spoiled child who stamps and screams because it cannot get all that it wants. And the nation might be likened unto the unfortunate neighbours who have to tolerate the noise, impotent to apply the needed corrective. Labour as a political creed is all right, but in its present application it is all wrong.

## NOTES &amp; COMMENTS.

## KILTS FOR THE VOLUNTEERS.

With regard to the equipment of the proposed Scottish Company in the new Volunteer Corps, the only criticism we have heard is that something more striking than a khaki kilt might have been chosen. We do not know the circumstance upon which the choice was based—whether the authorities have a stock of these kilts in sight, or whether they considered that undue favouritism would be shown by choosing the tartan of any particular clan. It would have been a good idea, were it possible, to select the tartan of some prominent Scotsman who in the past has been a leading spirit in the local Volunteer movement. That would have been a graceful tribute. Now, if Major Bird had only been Scottish, the thing could have been settled right away by hitting on the "Bird" clan! But—unfortunately, shall we say?—he is an Englishman. If it is not too late to alter the original intention, how would it do to choose the tartan of the first C.O. of the Scottish Company, whoever he may happen to be? But perhaps that is out of the question, since between time this appointment is made and the tartan chosen, there would be a danger of the Scottish Volunteers running about without any kilts on!

## HERE'S A CHANCE.

There is a lot of sentimental feeling about this question of the kilt. May be the Government can succeed in solving the problem by getting into touch with the Home authorities. The other day, in reading the *Times*, we came across an item which arrested us—it was headed "Kilts for Sale," and on reading it over we gathered that the Disposal Board of the Ministry of Munitions has a large quantity of new kilts of which it wishes to dispose. The minimum price at which they can be sold is £25 per bale of 25 kilts, buyers to pay carriage. These kilts, it seems, were made for the London Scottish, the 10th Liverpool Regiment, the 9th Royal Scots and the 6th Highland Light Infantry. Now, here's a chance for the Hongkong Volunteers. At the present high rate of exchange, £25 for 25 kilts would be dirt cheap. If it is not too late, the Government might apply for a bale or two of these kilts. We see that applications should be addressed to the Assistant Controller, Disposal Board, 312, Ministry of Munitions, London, S.W. What could be finer than to see our Volunteers sporting the kilts of regiments which have made themselves famous in the war?

## HONGKONG AND AVIATION.

The successful flight of a seaplane from Hongkong to Macao in just over twenty minutes provides us with a striking illustration of what can be done by modern means of transportation. By boat it takes close on four hours to do the trip. There may be difficulties in the way of making Hongkong an aviation centre so far as ordinary aeroplanes are concerned, but it is apparent that seaplanes can find much scope for activity here. Whilst on this point, we want to say that we hope the authorities here do not intend for ever to put obstacles in the way of aviation. The airman who has just flown to Macao apparently wanted to give an exhibition flight here, but it is said he was denied permission because he would be flying over the defences of the Colony. Now, this attitude cannot be kept up for ever. What about other places where aviators are always flying? Have they no defences? Of course they have, but the authorities do not imagine that every aviator is an incipient spy. And are there such wonderfully secret defences here, after all? The progress of aviation is going to upset all our ideas of defence, and the sooner we realise it the less foolish shall we look. In any case, what possible objection could there be to an exhibition flight? The military authorities could now "save face" on the matter by withdrawing their objections on condition that they send up one of their men to keep an eye on the pilot!

## DRUMS OF THE "DIE-HARDS."

Two drums, of the 11th and 16th Batt. of the Middlesex Regt., which accompanied the "Die-hards" throughout the war, are to be preserved at the Guildhall as a war memorial. One drum each has also been presented to Brentford, Hornsey, Chiswick, Staines, and Harrow.

## DAY BY DAY.

CREDIT IS A MATTER SO SUBTLE IN ITS ESSENCE, THAT, AS IT MAY BE OBTAINED ALMOST WITHOUT REASON, SO, WITHOUT REASON, MAY IT BE MADE TO MELT AWAY.—*Anthony Trollope.*

One non-fatal case of diphtheria was notified yesterday, a Chinese being the sufferer.

A Japanese notable, Marquess Matsushiro, has arrived in the Colony per the M. M. Farthos.

The next sailing of the s.s. Chuen Chow for Macao will be on Monday next, owing to the Chinese New Year.

The M. M. Farthos which came in yesterday evening, carries nearly forty Chinese students who are on their way Paris.

Mr. Bergstrom, the Swedish Minister in China, and his wife and daughter, are passing through the Colony by the M. M. Farthos on their way home.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco Office advising that the s.s. "Nanking" arrived at that port on February 11th.

There left by the Nagoya to-day Police Sergeants, Paine, Field, Pitt, and Feppell, who are proceeding home on well-earned leave. Accompanying them are Messrs. H. Lockhart and J. Coles, members of the Naval Yard Police, who also are on leave. Mrs. Hearle and her daughter, and Mr. Ponsford, are among the other passengers. Mr. Ponsford, for many years employed in the Naval Yard as a foreman of the boiler workshop is going home for good.

Sir William Rees-Davies, K.C., did not preside over the Criminal Sessions to-day as he is going on leave. Mr. Justice Gompertz, the Puisne Judge, will become acting Chief Justice during the absence on leave of Sir William Rees-Davies and Mr. J. R. Wood will become Puisne Judge. In the ordinary course Mr. C. D. Melbourne would have acted as Puisne Judge, but he is shortly going on leave. Sir William Rees-Davies leaves by the s.s. Venezuela on the 25th.

The fifth section of the salt water canalisation contract at Macao has been awarded to Messrs. C. E. Warren and Co., Ltd., the contract price being \$36,900. This firm has done the whole of the other four sections and the system is most successful for sanitary and fire fighting purposes. As a disinfectant, salt water is unequalled and for fighting fire where streets are too narrow for a fire engine to traverse, the system has been the means of saving much property.

## FIRE.

## IN SAUSAGE SHOP.

Early yesterday morning, the Fire Brigade was called out to fight a fire which broke out in the ground floor of No. 1, Graham Street, which was occupied by a sausage and dried meats shop. The fire appeared to have broken out in a room where there were ten earthen charcoal burners which were kept going for the purpose of drying ducks and sausages, in view of the increased business brought about by the Chinese New Year festivities.

The fire inflicted considerable damage to the building and was put out by the Brigade with much difficulty.

## DON'T FORGET.

## TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

## TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

## HUMPHREYS ESTATE COMPANY.

## DENIAL OF PROFITEERING IN RENTS.

The ordinary general meeting of the shareholders of the Humphreys Estate and Finance Co., Ltd., was held to-day at the Hongkong Hotel at noon. There were present Messrs. H. Humphreys (Chairman), J. Scott Harston, J. W. C. Bonnar, J. M. Alves, Rev. Father Robert (Directors), Messrs. G. Rapp (Secretary), M. S. Northcote, H. Percy Smith, W. Morley, M. Fernandez, J. A. Tarrant and D. E. Clarke.

The Chairman said:—Gentlemen, I propose with your permission to take the report and statement of accounts as read. All our houses have been tenanted throughout the year, and in view of that fact the net profits, amounting as they do to only about 54 per cent. on the capital, are disappointing. At the same time, this result affords conclusive evidence that not only has there been no rent profiteering so far as this Company is concerned but that, on the contrary, our rentals are too low, as indeed they are in some cases. I noticed an article in *Truth* the other day in which it stated that notwithstanding the working man's wages had been trebled, he refused to pay any more rent, and, in fact, had been successful in obtaining legislation to prevent his rent being raised. *Truth*, which, by the way, is a strong supporter of the working classes, regarded this condition of affairs as unjust. Not all the owners of houses are rich; some of them are poor and their property is heavily mortgaged. It costs owners as well as non-owners double the amount to live that it formerly did, repairs cost double and mortgage interest is higher. Is it fair under such conditions that rent should arbitrarily remain unaltered? If property owners and profiteering are analogous terms, as some people delight in declaring them to be, "how is it that more people do not go in for it? The answer is simple, and that is that with mortgage interest at nine per cent. or more, no one is going to borrow money to build houses which may, with luck, yield a return of seven or eight per cent., and people with money are not going to be bothered with house building when there are so many more attractive investments for capital with far less trouble. We ourselves are about to build 18 flats in Kowloon and 18 above May Road, thanks to an agreement made with the Government whereby we are at liberty to borrow two-thirds of the capital outlay on land and buildings at a reasonable rate of interest. Without such assistance it would have been, under the financial conditions which at present exist in this Colony, quite impossible for us to build. On comparing the accounts under review with those of last year, you will notice the revenue from rent is \$6,582.57 less. The sale of R.P.K.L.L. 339 and the houses thereon in 1918 more than account for this falling off. As a set off, we have effected a reduction in the amount paid out in the shape of interest of \$10,035.24. House and office furniture, which figured in the last balance sheet at \$950, is now office furniture only, all household furniture having been sold during the year. The office furniture consists of one large iron safe. Legal expenses are heavier than usual, caused by expenses in connection with the Company's new Articles of Association. All our properties have been re-valued in accordance with the wish expressed at the last meeting by Mr. J. M. Alves. You will be pleased to learn that, with one or two exceptions, the valuations are higher than the figure at which the properties stand in the Company's books. Insurance Reserve Fund has been transferred to Reserve Fund, as stated in the report, as we are no longer underwriting any of our fire risks. We can, however, congratulate ourselves on the good luck which has attended this account. Originally \$200,000 was transferred from Reserve Fund to Insurance Reserve Fund to provide the wherewithal to underwrite a portion of our own fire risks. The difference between that sum and \$245,483.40, viz. \$45,483.40 represents the net underwriting profits which have been made. We sold our property at West Point during the year but as completion was not effected the profit made by the sale, does not appear in the accounts before you. Since

## WARDER SPEED'S MURDERER.

## EXECUTED THIS MORNING.

Wong Kwong, the convict who recently broke from Victoria Gaol after having murdered Warder Speed and an Indian warder, was hanged at Victoria Gaol this morning, in accordance with the sentence imposed on him at the last Criminal Sessions.

## SIXTY MILES OF WINE CAVES REPAIRED.

## FRENCH FIRMS PREPARE FOR BIG BUSINESS.

Rheims, December 27.—Labyrinthine wine cellars beneath the cities of Rheims and Epernay are being rapidly put in order by the big champagne firms of the two cities.

These cellars, which would form a subterranean gallery sixty miles in length, hold hundreds of millions of bottles of precious vintages, and notwithstanding the fact that this region was for four years under fire from German or Allied guns, they suffered comparatively little damage. Losses incurred by the wine industry, while they will place a heavy burden on firms for a while, will be recouped in a short time, according to statements made to the Associated Press correspondent, who is visiting the former battle zone under special permission from the French Government.

German soldiers took very little wine from the cellars when they swept southward over this district in 1914. Probably their confidence that their advance meant permanent occupation of Champagne saved the cellars from pillage at that time and when the reaction came they were forced to retreat so rapidly they had little opportunity to invade the underground stores of wine.

Four years of bombardment destroyed the greater part of the handsome buildings erected by the wine companies, but the most damage done to the stocks is attributed to French and Allied soldiers. Fighting men made unofficial requisitions termed "ransoms," and these cost the cellars about 325,000 bottles, including many "reserved" vintages.

Frequently irresponsible soldiers would bore holes in huge casks of unbottled wine, and, after filling a bucket, would leave and permit the remainder in the cask to run away and be wasted. It is believed 1,000,000 bottles were lost in this way.

Champagne firms, however, took their losses cheerfully, believing the Allied soldiers were entitled to the wine. Six months' time will be required to collect scattered unlabelled bottles, the age of which experts must determine. There is, however, a large reserve which is ready for the market. Surface buildings and bottling plants are being reconstructed rapidly and in a few months the Rheims and Epernay district will be ready for operation again. There were 10,000 employees of wine companies in the French army, and it is stated the percentage of casualties was low.

In the Pommery cellars, owned by Marquis de Polignac, the great cask of champagne that was exhibited at the St. Louis Exposition in 1904 remained undamaged throughout the war.

The accounts were printed. Mr. J. M. Alves has been invited to join the Board, and his appointment as a Director requires your confirmation. I have no further remarks to make, but if any shareholder desires to ask any questions I shall be pleased to answer them to the best of my ability, after the accounts have been seconded.

The accounts were seconded by Mr. M. S. Northcote and unanimously passed.

The retiring Directors, the Rev. Father Robert, Messrs. J. Scott Harston and J. W. C. Bonnar were re-elected unanimously on the proposition of the Chairman, seconded by Mr. H. Percy Smith. Mr. Alves' appointment was also confirmed.

Messrs. H. Percy Smith and C. Bernard Brown were re-elected auditors for the ensuing year at a remuneration of \$200 each, on the proposition of Mr. D. E. Clarke, seconded by Mr. Morley.

## TO-DAY'S MISCELLANY.

Much interest will be aroused, when it appears, by the Life of Sir Lawrence Alma-Tadema; for it will add another chapter to the history of Fine Art in England, coupling with his own the name of his (second) English wife, who, as Miss Laura Epps, and again under her married name, won high repute as an artist in her day. The work has been in contemplation for some little time, and it is understood, that it will be on a sumptuous plan and in every way a work of art. It is almost a wonder, however, that the announcement was not kept back till January 8, because on that day the distinguished artist was born, and 63 years later on that day he was king by Queen Victoria.

—Down to the war or a earlier the phrase "good classes" was well understood. When Canning scanned the list of the sixth form at Eton in search of future lieutenants he was paying tribute to the formula, "belong to the governing class," was to have been born within certain narrow if widening circles—the climax of the ideal—between 1750 and 1840.—to have been educated in a certain way and to have lived with a certain set, and it required extraordinary talents to enter the class from outside. Even Burke hardly succeeded, even Disraeli came very near to failure. Mr. Churchill's speech and the rejoinders it have closed, between them, the epoch.

It is interesting to note in view of the success achieved by the brothers Smith in their Australian flight, the extent to which brothers have been associated in flying. In the early days, the discovery that a balloon would rise when inflated with hot air was made by two brothers, the Montgolfiers. Several brothers have distinguished themselves on numerous occasions in the R.A.F., particularly the Salmonds, one of whom, as the General Officer Commanding the Air Force in France, was one of Haig's victorious leaders, and the other the hero of a recent flight to India. The brothers Richthofen are instances of the same kind of thing in Germany, and of course the names of the brothers Wright and the brothers Farman will ever be remembered as pioneers of aeroplaning.

"How long do flies live?" asks a London correspondent. "I live in chambers in the Temple, and on New Year's Day an ordinary house-fly joined me at the table. I was preparing to swat him when a Yorkshire friend stayed my murderous hand. Don't kill it," he said excitedly; "in the North we say a New Year fly brings luck." I dislike flies intensely, and cynically asked what sort of luck. But I let that fly live, and six days later he has been to tea again. I know it is the same fly because he has an oddly defective wing, and little beastie seems to understand that he is living in sanctuary, he has reached the stage of the icing cream on the end of my finger. He is busily cleaning his wing on the hearthstone in front of the gas-fire as I write about him, and I am wondering whether I can use any service (a) to myself or (b) to the fly—for he must be very lonely—when I listened to my friend from Yorkshire and tacitly paid homage to a bit of superstition."

Mr. Fred E. Weatherly, who was entertained at dinner recently in recognition of his Jubilee, a song-writer, can tell a story as well as he can write a song. He pleaded a case in court. This writer once put to him the usual question, "How do you write your songs?" He replied with a story. "A lady once asked me if it were true that 'Nancy Lee' was written at sea. Oh, yes," I replied. "I wrote it sitting astride a bowsprit, bounding over the briny billows, with a fountain pen and a pad of paper." Really, I replied. "His first song was 'When we are old and grey,' written in 1868. But he likes to think that 'The Little Midshipmite' was really begun in 1857, when, as a little boy, he sat under the Battery at Portsmouth, near Bristol, and his mother pointed out the ship that was bringing home the body of Lord Raglan from the Crimea. And a few years later that little boy, grown up, wrote the well-known song beginning 'Twas '55 on a winter night."



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## U. S. POLITICS.

## MR. LANSING RESIGNS.

The American Consulate General has received a navy wireless message indicating that the Secretary of State of the United States, Mr. Robert Lansing, has resigned his office, effective February 10th, after a correspondence between Mr. Lansing and the President in which President Wilson accused the Secretary of usurping Presidential powers by calling a meeting of the Cabinet during the President's illness.

The correspondence published indicates that on February 10th the President addressed a letter to Mr. Lansing asking him if it were true, as he had been told, that the Secretary had called Cabinet meetings during his illness, indicating that such an act was unconstitutional since the President only had the right of calling such meetings. Mr. Lansing replied on the 9th that he had called an informal conference upon inter-departmental matters needing immediate attention but said that it never entered his mind that he was acting unconstitutionally or contrary to the wishes of the President; and that there was no intention on his part to assume powers exclusively confined to the President. He also said that if the President thought he had failed in loyalty he was ready to relieve him of his embarrassment by placing his resignation in the President's hands.

The President replied on the 11th that as no action could be taken without the President there was no advantage in such a conference. He said that he had a feeling which began at Paris that Mr. Lansing had accepted his direction with increasing reluctance and said that he had been struck by the number of matters in which Mr. Lansing seemed to try to forestall the President's judgment. He therefore reluctantly accepted his offer of resignation.

Mr. Lansing replied on the 12th, thanking the President for accepting his offer of resignation because it relieved him of responsibility for further action. He said he had been contemplating his resignation since January 1919 since he had been conscious that the President was no longer disposed to accept his advice on matters pertaining to negotiations at Paris and as to international affairs generally; that if he had consulted his personal inclinations he would have resigned but felt that such a step might cause the President embarrassment in carrying forward the great task in which he was then engaged. He said that after his return to the United States he still desired to resign but feared that his resignation might be considered as hostility to the ratification of the treaty. Later the President's illness prevented him from resigning but recently with the President's returning health he prepared the resignation which he now submitted. He could not allow to pass unchallenged the imputation that he had sought Presidential authority. He believed then and now that the conferences were for the best interests of the President and the Republic.

President Wilson wrote on the 13th accepting the resignation and hoping that the future would hold for Mr. Lansing successes of the most gratifying sort and indicating that his best wishes would always follow him and that it would be a matter of gratification to always remember their delightful personal relations.

## MERCANTILE MARINE.

## CHINA COAST CHANGES.

Captain E. L. Jones, of the Shuntien, has gone master, Chekiang.

Captain H. A. Walker, of the Chekiang, has gone master, Shuntien.

Mr. C. A. Christiansen, from leave, has gone chief officer, Shuntien.

Mr. R. F. Sheel, chief officer, Shuntien, is on reserve.

Captain F. Newcombe, of the Woosang, is on leave.

Captain J. Meathrel, of the Ngankin, has gone master, Woosang.

Captain J. Legge, of the Chungking, has gone master, Ngankin.

Mr. J. Stirling, chief officer, Shuntien, is on special duty. Mr. H. P. Carver, from leave, has gone chief officer, Shuntien.

Captain G. D. S. Mills, from reserve, has gone master, Chekiang.

Mr. A. Glendenning, second officer, Pakhoi, has resigned. Mr. H. Brewer second officer, Kailong, has gone second officer, Pakhoi.

Mr. W. Henderson, second officer, Shuntien, has resigned. Mr. N. D. H. Bidwell, second officer, Hanyang, has gone second officer, Shuntien.

Mr. E. A. Thompson, chief officer, tug Takoo, has resigned.

Mr. G. H. B. Jones, from leave, has gone chief engineer, Hanyang.

Mr. W. H. Brown, chief engineer, Hanyang, has gone acting assistant superintendent.

Mr. A. C. Tidbury, from leave, has gone second engineer, Chekiang.

Mr. P. A. Maitland, second engineer, Chekiang, is on leave.

Mr. T. Croft, from reserve, has gone acting master, Wingsang.

Mr. T. S. King, acting master, Wingsang, has gone supernumerary chief officer, Tungwo.

Captain C. Campbell, from leave, has gone master, Tuckwo.

Mr. J. Gray, acting master, Tuckwo, has gone supernumerary chief officer, Waishing.

Mr. J. Powell, second officer, Choysang, has gone second officer, Suiwo.

Mr. T. Anderson, from leave, has gone second engineer, Suiwo.

Mr. J. W. McNaught, second engineer, Suiwo, is on leave.

Mr. E. Stokes, second officer, Feiching, has gone second officer, Hsinming.

Mr. E. J. Hickey, second officer, Kiangyu, has gone second officer, Kiangwah.

Mr. E. Johnson has been appointed second officer, Feiching.

Mr. J. Turner, from leave, has gone second engineer, Taishun.

Mr. T. Robertson, second engineer, Taishun, is on leave.

Shipping and Engineering.

Mr. J. Dixon, second officer, Suiwo, is on reserve.

Mr. R. Frost, second officer, Waishing, has gone second officer, Wosang.

Mr. A. F. Cooke, second officer, Wosang, is on leave.

Mr. H. J. Hudd, from reserve, has gone third engineer, Kwong-sang.

Mr. F. C. Clemo, third engineer, Kwong-sang, has resigned.

Mr. W. W. Hipkin, chief officer, Namsang, is on reserve.

Mr. W. Field Hook has gone chief officer, Namsang.

## COMPANY REPORT.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

The one hundred and fourth Report of the Court of Directors of the Hongkong and Shanghai Banking Corporation, to be presented to the Ordinary Yearly General Meeting of Shareholders at the City Hall, on Saturday 28th Feb., at noon, states:—

Gentlemen,—The Directors have now to submit to you a General Statement of the affairs of the Bank, and Balance Sheet for the year ending 31st December, 1919. The net profits for the period, including \$3,279,511.48, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$10,666,473.57. The Directors recommend the transfer of \$2,000,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund will then stand at \$23,000,000. The also recommend writing off Bank Premises Account the sum of \$1,000,000. After making these transfers, deducting the Interim Dividend of \$2.5s. per share, paid on 11th August last, viz. \$270,000 at 3.6% \$1,542,857.14, and Remuneration to Directors, there remains for appropriation \$6,093,616.43, out of which the Directors recommend the payment of a Final Dividend of Two Pounds and Five Shillings Sterling per Share, viz. \$270,000, and a Bonus of Three Pound Ten Shillings Sterling per Share, viz. \$420,000 amounting in all to \$690,000 which at 4.10%, the rate of the day, will absorb \$2,830,769.23. The Balance \$3,262,847.20 to be carried to New Profit and Loss Account. The sterling equivalents of the various accounts are shown at 4.10%, the rate ruling on the last day of the year.

Directors.—The Honourable Mr. E. V. D. Parr has been elected Chairman for the year 1920, and Mr. A. H. Compton, Deputy Chairman. The Honourable Mr. David Landale and Mr. G. T. M. Edkins having resigned their seats on leaving the Colony, the Honourable Mr. John Johnstone and Mr. Ross Thomson were invited to fill the vacancies. Mr. J. W. C. Bonar was also invited to join the Board. These appointments require confirmation at this meeting. The Honourable Mr. Stanley H. Dodwell, Mr. W. L. Pattenden and Mr. J. A. Plummer retire in rotation, but being eligible for re-election, offer themselves accordingly. Auditors.—The Accounts have been audited by Mr. F. Maitland and Mr. E. A. M. Williams, who offer themselves for re-election.

J. A. PLUMMER,

Chairman.

Hongkong, 17th Feb., 1920.

LIABILITIES.

Paid-up Capital ... \$15,000,000.00

Sterling Reserve Fund ... 6,153,846.15

Silver Reserve Fund ... 21,000,000.00

Marine Insurance Account ... 250,000.00

Notes in Circulation:—

(Authorized and Additional Issue against Securities and Coin deposited with the Crown Agents for the Colonies, their Trustees, and the Hongkong Government) ... 30,510,005.00

Current Accounts ... 232,036,601.51

Fixed Deposits ... 105,182,630.14

Bills Payable:—

(Including Call Loans and Short Sight Drawings on London Office and Drafts on London Bankers) ... 4,438,625.07

Acceptances on Account of Constituents ... 2,007,830.75

Profit and Loss Account ... 9,093,616.43

\$425,770,061.05

Liability on Bills of Exchange re-discounted, \$10,250,682, 12.1 of which \$14,812,177, 12.8 have since been run off.

Assets.

Cash (including \$15,500,000 Coin lodged with the Hongkong Government against authorized and/or excess note circulation) ... \$69,555,618.76

## DAIRY FARM NEWS.

## FISH FISH

## FINNAN HADDOCK

## FILLET HADDOCK

## KIPPERS

and

## SALT SIBERIAN SALMON

New shipment just received.

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.



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YORK BUILDING.

Bullion in hand and in transit	12,451,002.90
British Government, Indian, Colonial and other securities	19,255,635.08
Sterling Reserve Fund Investments, viz:—	
5% War Loan 1920-1947	6,153,846.15
Bills discounted, loans and credits	154,687,077.11
Bills Receivable	154,580,807.05
Liabilities of constituents for acceptances, per contra	2,007,830.75
Bank premises	6,048,288.23
	\$425,770,061.05

## GENERAL PROFIT AND LOSS ACCOUNT.

To interim dividend:—

Paid on 11th August 1919 £2.5/- per Share on 120,000 Shares = £270,000 at 3.6% = \$1,542,857.14

To remuneration to directors, 30,000.00

To final dividend:—

£2.5/- per Share on 120,000 Shares = £270,000, at 4.10% = 1,107,692.31

Bonus of 43 10s. per Share on 120,000 Shares = £420,000 at 4.10% = 1,723,076.92

To transfer to silver reserve fund, 2,000,000.00

To transfer to bank premises account 1,000,000.00

To balance forward to next year, 3,262,847.20

\$10,666,473.57

By Balance of Undivided Profits, 31st Dec., 1918, \$3,279,511.48

By Amount of Net Profits for the Year ending 31st

December, 1919, after making provision for bad and doubtful debts and contingencies, deducting all Expenses and Interest paid and due, 7,339,862.00
Interim Dividend £270,000 paid at 3.6 per contra.
STERLING RESERVE FUND.
To Balance, (Invested in 5% War Loan 1920/1947) £1,500,000:0:0
By Balance 31st December, 1919, £1,500,000:0:0
£1,500,000:0:0

\$10,666,473.57

To Balance, (Invested in 5% War Loan 1920/1947) £1,500,000:0:0

By Balance 31st December, 1919, £1,500,000:0:0

£1,500,000:0:0

By Balance 31st December, 1919, £21,000,000.00

By Transfer from Profit and Loss Account, 2,000,000.00

\$23,000,000.00

J. A. PLUMMER, E. V. D. PARR, JOHN JOHNSTONE, Directors.

HOW TO DEAL WITH A COLD.

A hot bath at bed-time, followed by a dose of Pinkettes, forms the best treatment for a cold.

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They dispel constipation without inconvenience or purging, cure biliousness, sick headaches, liverishness, bad breath. Are obtainable from druggists everywhere, also at 60 cents the vial, post free, from Dr. Williams' Medicine Co., 96 Bleecker Street, New York.

Shanghai.

## NOTICES.

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## THE ANDERSON MUSIC CO., LTD.

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TEL 1322.

## GOLDEN GUINEA SPARKLING MUSCATEL

## SPARKLING REDBURGUNDY

(Cresta Blanca)

## SPARKLING MOSELLE

(Cresta Blanca)

## CALDBECK, MACGREGOR &amp; CO.

15, Queen's Road Central.

(Telephone No. 753)

## SKANDIA

CERIN, DREVARD & CO.  
4th Floor Hotel Mansions, Tel 114.  
and at Canton.

MARINE ENGINES



## SHIPPING.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO  
STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND  
& QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

## SAILINGS

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NAGOYA	7,000	18 Feb. noon.	Marseilles & L'don direct.
ITOLA	5,200	1st Mar.	Colombo & Bombay.
DUNERA	5,400	14th Mar.	S'pore, C'bo & Bombay.

## BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,600	26th Feb.	Calcutta via Singapore, Penang & Rangoon.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

EASTERN	4,000	26th Feb.	Sandakan, Thursday Is. Cairns, Townsville, Brisbane, Sydney & Melbourne.
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## SAILINGS TO SHANGHAI &amp; JAPAN.

* BANCA	6,000	22nd Feb.	Moji, Kobe & Yokohama.
DUNERA	5,400	2nd Mar.	Shanghai.

## WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 11ft. X 21 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE &amp; CO.,

22, Des Vœux Road Central. Agents.

## CPLOS

## SAILINGS

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (\*Moj) Kobe &amp; Yokohama)

## FROM DUE

STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Russia	Mar. 11	Mar. 29
*Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 6	May 24
Empress of Japan	May 25	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 5	Aug. 29
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11

Passage Rates Hongkong to United Kingdom.  
1st Class, 1st Cabin, 2nd Cabin, 3rd Cabin, 4th Cabin, 5th Cabin, 6th Cabin, 7th Cabin, 8th Cabin, 9th Cabin, 10th Cabin, 11th Cabin, 12th Cabin, 13th Cabin, 14th Cabin, 15th Cabin, 16th Cabin, 17th Cabin, 18th Cabin, 19th Cabin, 20th Cabin, 21st Cabin, 22nd Cabin, 23rd Cabin, 24th Cabin, 25th Cabin, 26th Cabin, 27th Cabin, 28th Cabin, 29th Cabin, 30th Cabin, 31st Cabin, 32nd Cabin, 33rd Cabin, 34th Cabin, 35th Cabin, 36th Cabin, 37th Cabin, 38th Cabin, 39th Cabin, 40th Cabin, 41st Cabin, 42nd Cabin, 43rd Cabin, 44th Cabin, 45th Cabin, 46th Cabin, 47th Cabin, 48th Cabin, 49th Cabin, 50th Cabin, 51st Cabin, 52nd Cabin, 53rd Cabin, 54th Cabin, 55th Cabin, 56th Cabin, 57th Cabin, 58th Cabin, 59th Cabin, 60th Cabin, 61st Cabin, 62nd Cabin, 63rd Cabin, 64th Cabin, 65th Cabin, 66th Cabin, 67th Cabin, 68th Cabin, 69th Cabin, 70th Cabin, 71st Cabin, 72nd Cabin, 73rd Cabin, 74th Cabin, 75th Cabin, 76th Cabin, 77th Cabin, 78th Cabin, 79th Cabin, 80th Cabin, 81st Cabin, 82nd Cabin, 83rd Cabin, 84th Cabin, 85th Cabin, 86th Cabin, 87th Cabin, 88th Cabin, 89th Cabin, 90th Cabin, 91st Cabin, 92nd Cabin, 93rd Cabin, 94th Cabin, 95th Cabin, 96th Cabin, 97th Cabin, 98th Cabin, 99th Cabin, 100th Cabin.

For Rates and other information please apply to

HONGKONG OFFICE.

Telephone 222 Cable address GACANPAO.

CANADIAN PACIFIC OCEAN SERVICES

## STRUTHERS &amp; DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.  
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle &amp; Vancouver. For San Francisco.

"WEST JENA" Late Feb. "COLORADO SPRINGS" 7th Mar.  
"WEST CACTUS" 2nd half Mar.

ALSO  
"West Helix," "West Isen," "Devotion," "Editor," "Elkhorn," "West Georgia,"  
"Braveheart," "Vinita," "West Capitol," "Delphinus," "Hawaii," "West  
Cawbon," "West Iroquois."

arrivals to be announced later.  
Through rates quoted and through B/L's issued to all overseas points in U.S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

## AMERICAN EXPRESS COMPANY.

## BANKERS AND FORWARDERS.

ESTABLISHED—141.

HEAD OFFICE.—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES.—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world;  
General Banking and Foreign Exchange.  
We maintain Foreign Trade and Travel Bureaus.  
American Business—a Specialty.

## SHIPPING.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Shanghai &amp; Japan ports.

Cargo to Overland Points—U.S.—in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KASHIMA MARU (Calling Manila) Sunday, 22nd Feb., at 11 a.m.

FUSHIMI MARU ... .. Wednesday, 17th Mar. at 11 a.m.

KATORI MARU ... .. Tuesday, 13th Apr. at 11 a.m.

SUWA MARU ... .. Sunday, 2nd Mar. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez

Port Said &amp; Marseilles.

IYO MARU ... .. Wednesday, 25th Feb., at noon.

ATSUTA MARU ... .. Friday, 5th Mar., at noon.

HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez

and Port Said.

DAKAR MARU ... .. Beginning of April.

LIVERPOOL &amp; MARSEILLES via Singapore, Colombo, Suez

and Port Said.

CALCUTTA MARU ... .. Beginning of March.

TOBA MARU ... .. Beginning of April.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville &amp; Brisbane.

AKI MARU ... .. Wednesday, 18th Feb., at 11 a.m.

TANGO MARU ... .. Wednesday, 24th Mar. at 11 a.m.

NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama &amp; Colon.

TOTTORI MARU ... .. Beginning of March.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU ... .. End of February.

BOMBAY &amp; COLOMBO via Singapore.

TOMIMI MARU ... .. Beginning of March.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

CEYLON MARU ... .. Thursday, 26th February.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... .. Saturday, 21st Feb., at 11 a.m.

NIKKO MARU ... .. Wednesday, 24th Mar. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KAGA MARU ... .. Thursday, 19th Feb., at 11 a.m.

YOKOHAMA MARU ... .. Thursday, 4th Mar. at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

## FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
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KOREA MARU	20,000	23rd Feb.
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TERO MARU	22,000	11th Mar.
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SHINYO MARU	22,000	1st April.
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SIBERIA MARU	22,000	1st April.
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PERSIA MARU	22,000	1st April.
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\* Cramling call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALBOA, CALLAO, ARICA AND IQUIQUE.

CHENOE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.	Leave Hongkong.
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KIYO MARU	17,000	12th July.
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Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the year, at Steamship Co.

Passenger may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager

KING'S BUILDINGS.

Telephone Nos 2374 &amp; 2375.

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

## SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

Mar. 23rd, 1920. Mar. 2nd, 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

## JAPAN, CHINA &amp; STRAITS

## TO

## UNITED KINGDOM AND CONTINENT.

For LONDON &amp; ROTTERDAM "SWAZI" 15th March.

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents,

or to REISS &amp; Co. Canton

Hongkong; 3rd Feb. 1920.

## FOR NEW YORK.

## PRINCE LINE FAR EAST SERVICE.

## S. S. "GOTHIC PRINCE"

will be despatched for New York via Panal on or

about 10th March

For freight and further particulars, apply to

SHEWAN TOMES &amp; CO.

Agents.

## SHIPPING NEWS.

## LEGALITY OF "PEACEFUL PICKETING."

The legal decision given by the Liverpool Stipendiary Magistrate on November 14, which bears on the legality of peaceful picketing in the case of seamen, is causing considerable excitement among the officers of the trade unions of seafarers. Mr. Borlase, secretary of the Liverpool district of the Sailors' and Firemen's Union, was fined 20s. and five guineas costs for having attempted to persuade a seaman to refuse to join a ship which he had agreed to join. The case was brought under the Merchant Shipping Act of 1849, and the defence replied by pleading the Trades Disputes Act of 1906 as a protection. This was contended, invalidated the provision in the Merchant Shipping Act so far as peaceful picketing was concerned. The magistrate, however, decided against the defendant. The unions having taken the matter up, the question, which is one of very great importance, will almost certainly be taken to a higher court, and the magistrate is being asked to state a case.

## FRANCE'S MERCHANT FLEET.

In virtue of the agreements concluded in 1919 between the French Minister of Marine and the French mercantile shipping community with a view to hastening the reconstitution of French merchant shipping, the Naval Dockyards are putting forth their utmost towards the execution of the programme provided for the construction of cargo and mail steamers. The second vessel of the "Marie Louis" type was launched at the end of November at Brest. The ports of Brest and L'Orient are each to undertake, with the greatest speed, the construction of three passenger steamers of 15,000 tons each on account of the lines plying to the Far East. The Brest establishments are in addition to put on the stocks two mail boats of 4,800 tons each of the type "Due d'Aumale." It is expected (says the Paris contemporary) that by 1922 the French naval dockyards will have constructed 71,300 tons d. w. of cargo steamers, corresponding to 115,000 tons displacement, as well as 99,600 tons of displacement in the shape of mail steamers, or a total of 31 steamers displacing 214,000 tons.

## SHIPBUILDING DEVELOPMENTS.

Important developments and extensions are being carried out at many Tyneside shipyards which will greatly assist output when the difficulties at present surrounding the shipbuilding industry are overcome. Good progress is being made with the two new shipyards at Hebburn, the respective promoters of the schemes being Mr. George Rankin, M. P., and Mr. R. S. Dagleish, of Newcastle, and the Newcastle Shipbuilding Company. The latter have secured about 18 acres of land with a river frontage of 1,600ft. and a depth of 900ft., and they propose to lay down ten or eleven berths for the building of the largest vessels. Three berths are "almost completed, and it is expected that the keels of vessels will soon be laid. A drydock 450ft. in length is included in the scheme. In regard to the other yard, the scheme has been extended, and the total area will now be over 20 acres, and it is proposed to erect ships up to 13,000 tons deadweight and even larger. The yard will be one of the most modern on the river, and electric power will be extensively used. Messrs. Eltringham and Co., Willington-quay, are laying down an additional berth and erecting new workshops; the Palmer Shipbuilding Company are erecting their boiler shops at an estimated cost of well over £100,000, and extending some of their workshops in the shipyard; Messrs. Swan, Hunter and Wigham Richardson have a scheme in hand to build a new quay at their Wallsend Shipyard, and are building large new workshops at their Walker yard, and several other firms, including Sir W. G. Armstrong, Whitworth and Co., are providing work shop accommodation, etc. A feature of the local industry at the present time is the large number of new and old vessels which are being fitted with oil burning apparatus, and the Wallsend Slipway and Engineering Co., Messrs. Brigham and Cowan and Smith's Dock Co., local firms who have the patent rights of oil burning systems, are exceedingly busy.

## SHIPPING

## INDO CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN	Cheongshing	Thur., 19th Feb. at d'light.
MANILA	Loongsang	Thur., 19th Feb. at 3 p.m.
SHANGHAI	Hangsang	Tues., 24th Feb. at d'light.
STRAITS & Calcutta	Chaksang	Tues., 24th Feb. at 3 p.m.
KOBE	Kumsang	Tues., 24th Feb. at 5 p.m.
SANDAKAN	Hinsang	Fri., 27th Feb. at noon.

CALCUTTA LINE: This line now affords regular sailings to Calcutta, Penang and Singapore

Returning from Calcutta steamers p. 0001 via Straits and Hongkong to Japan, occasional

calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light, and

have a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes

calling at Swatow. Through tickets can be obtained and through Bills of lading are issued

to all North and South China ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accom-

modation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at other when

indicated on chart.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having 31,000

dwt. and accommodation for passengers.

Cargo taken on through Bills of lading for Kuantan, Jesselton, Labuan, Cawston, Labad, etc.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin

calling at Weichai and Chiao.

## CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about 24th February for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 215.

## C. N. C.

CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sinkiang	19th Feb. at noon.
MANILA	Taikeo Wan Y.	19th Feb. at 4 p.m.
SWATOW & BANGKOK	Luchow	24th Feb. at 9 a.m.
AMOY, SHAI & PUKOW	Ichang	24th Feb. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon accommodation amidsthops. Electric Light and Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtau (twice weekly), taking Cargo on through Bills of Lading to all Yanchow, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Agents.

Telephone No. 33.

Hongkong Feb. 18, 1920.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.  
FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	W. C. Passmore	TUES., 24th Feb. at 1 p.m.
Haiching	A. H. Stewart	FRI., 27th Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.



## SHIPPING.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Friday, 20th Feb.  
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CANADA MARU" ... Wednesday, 3rd March.  
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"INDUS MARU" ... End of Feb.  
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MADRAS MARU" ... Sunday, 22nd Feb.  
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Wednesday, 25th Feb.  
"ARABIA MARU" ... Tuesday, 6th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 22nd February.  
TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 26th Feb.  
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.

No. 1, Queen's Building.  
Tel. No. 744 and 745

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"	7th March	12th March.

\* For Sydney only.  
This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to  
Butterfield & Swire, Agents.  
Telephone No. 36.

## FOR NEW YORK &amp; BOSTON.

## THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"  
Middle February.  
Via PANAMA.

S.S. "SAGAPORACK"  
Second Half February.  
Via PANAMA.

S.S. "HATCHIE"  
Middle-March.  
Via PANAMA.

S.S. "WESTERN CROSS"  
Early April.  
Via PANAMA.

For freight space and particulars apply to—

## THE ADMIRAL LINE

Telephones 2477 & 2478 AGENTS. 5th floor Hotel Mansions.

## PACIFIC MAIL S.S. CO.

## U. S. MAIL LINE.

OPERATING "THE NEW FIRST CLASS STEAMERS"  
"ECUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
Via Shanghai, Kobe, Yokohama & Honolulu.

## THE SUN HUNT BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE. SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Wednesday, Feb. 25th.  
S.S. "ECUADOR" ... Wednesday, Mar. 24th.  
S.S. "COLOMBIA" ... ALSO

The following U. S. Shipping Board vessels:

"WEST SELENE" ... Friday, Feb. 20th.

From H.K. for SINGAPORE, PENANG & CALCUTTA.

"LAKE FIELDING" ... Wednesday, Feb. 25th. For Shanghai.  
Cargo accepted on the basis of Lading to Baltimore, Havana, Central and South America.

For further information apply to—

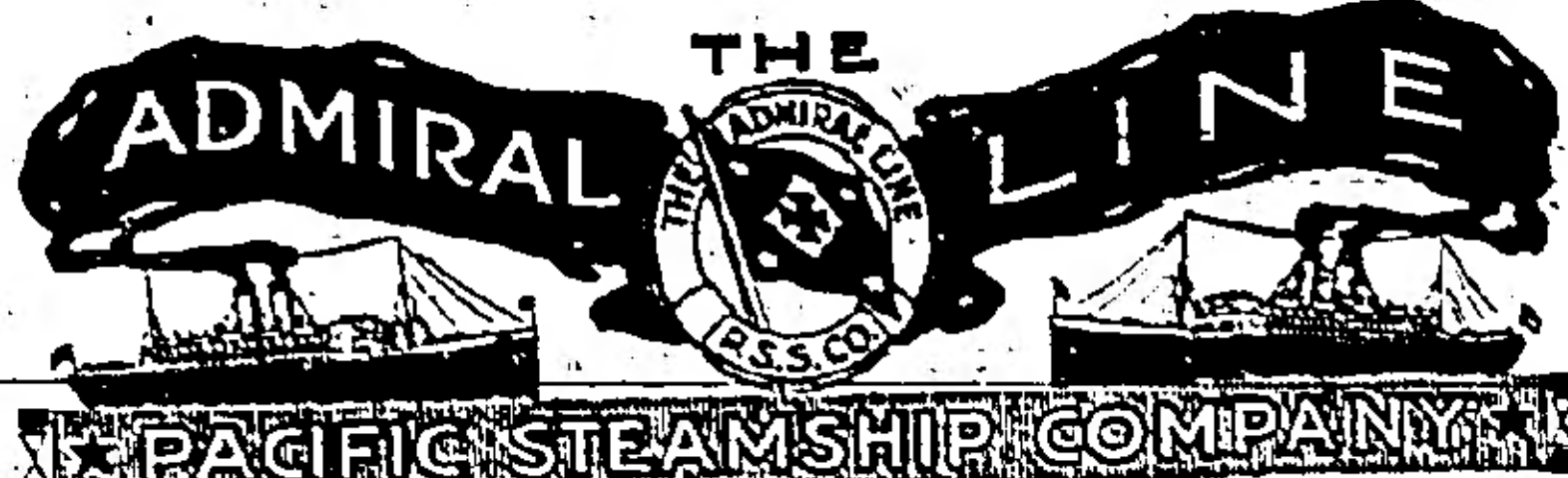
PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

[Cable Address "SOLANO"]

## SHIPPING.



## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)  
"CROSSKEYS" ... About Feb. 23  
"WHEATLAND" ... Feb. 27  
"ENDICOTT" ... About Mar. 19  
"ELKTON" ... Mar. 23

For PORTLAND direct.

(Calling at Shanghai and Kobe.)  
"MONTAGUE" ... About Feb. 21st.  
"ABERCORN" ... March 5th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

## THE ADMIRAL LINE

Telephone 2477 & 2478 5th Floor, Hotel Mansions.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

STEAMER	SAILING DATE
"MELVILLE DOLLAR"	8th March.
"HAROLD DOLLAR"	21st March.

## FOR SAN FRANCISCO.

"TANCRED" ... 18th February.  
"WEST HARTS" ... 23rd February.

## FOR NEW YORK VIA HAVANNA.

"GRACE DOLLAR" ... 31st January.

Through Bills of Lading issued to all parts of United States/Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

## THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.  
THIRD FLOOR "792."

## NEW YORK DIRECT.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mail S. S. Co., Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	19th February.
"ARIOSTO"	via Suez	1st March.
"ANTLOCHUS"	via Suez	20th March.
"CHARLTON HALL"	via Panama	10th April.
"JASON"	via Suez	

\* Calls Cuba.

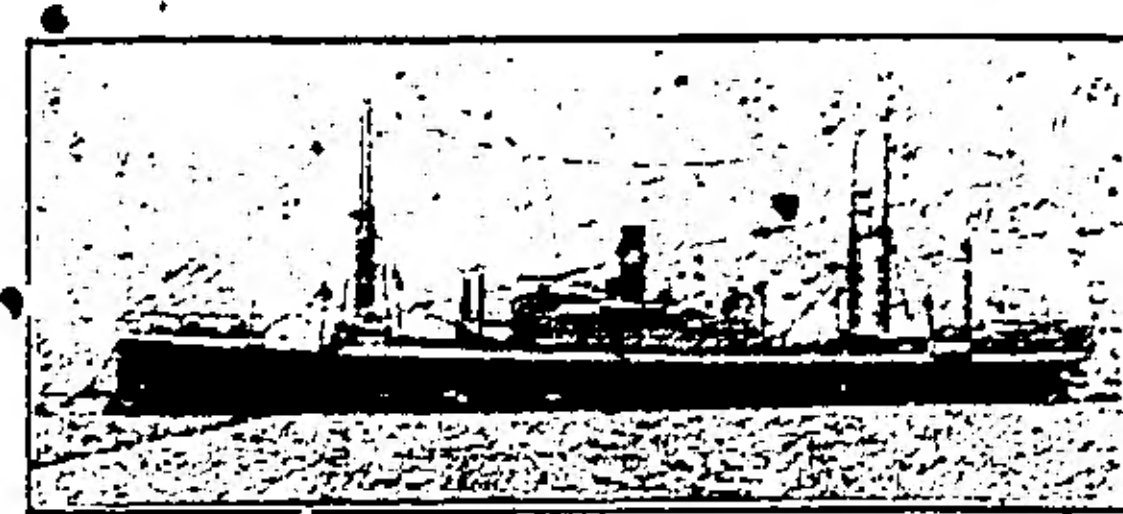
Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO. CANTON.

## JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will start on or about	For
Tjilatjap	Japan	in port.	3rd Mar.	Shanghai
Tjaroem	Java	28th Feb.	4th Mar.	Japan
Tjimanok	Java	28th Feb.	4th Mar.	Japan
Tjini	Japan	28th Feb.	4th Mar.	Japan
Tjioel	Java	3rd Mar.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

## JAVA PACIFIC LIJN.

Monthly Service between

NETHERLANDS INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.  
York Buildings.  
Telephone No. 1574.

## SHIPPING.

## DODWELL &amp; CO., LTD.

## STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

## S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

## LLOYD TRIESTINO.

## S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE.

Sailing about End March.

## NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Java, S.S. "RIOJUN MARU"

Sailing on or about 23rd February.

For Japan, S.S. "HOKUTO MARU"

Sailing on or about 23rd February.

## OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAGA M. (European Line) left London for this port via Suez Canal on the 10th Jan., and is expected here on the 18th Feb.

The N. Y. K. s.s. YOKOHAMA MARU (European Line) left London for this port via the Suez Canal on the 24th Jan., and is expected here on the 3rd Mar.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port on the 30th Jan. and is expected here on the 20th Feb.

The N. Y. K. s.s. WAKASA M. (European Line) left London for this port via the Suez Canal on the 29th Jan. and is expected here on the 11th March.

The s.s. VENEZUELA Voyage 15-Out, left Shanghai for Manila on the 10th inst., and may be expected here on or about Friday February 20th.

The N. Y. K. s.s. TANGO M. (Australian Line) left Thursday Island for this port via Manila on the 8th Feb. and is expected here on the 20th Feb.

The N. Y. K. s.s. SAIKAI M. (Bombay Line) left Bombay for this port via Singapore on the 7th Feb. and is expected here on the 27th Feb.

The N. Y. K. s.s. IYO MARU (European Line) left Kobe for this port via Moji and Shanghai on the 15th Feb. and is expected here on the 24th Feb.

The P. & O. s.s. BANCA left Singapore for this Port on the 15th instant at 6 a.m. and is due here on the 22nd instant at about 8 a.m.

The Ben Line s.s. BEN-RINNES from Antwerp, Middlesex, & London left Singapore for this port on 14th instant and may be expected to arrive here on or about 20th inst.

## VESSELS LOADING.

## EUROPE, U.S.A., ETC.

Aki M.	N. Y. K.	Feb. 18
Tancred	R. D. Co.	Feb. 18
Nagoya	P. & O.	Feb. 18
Aristo	B. L.	Feb. 19
Atlas M.	O. S. K.	Feb. 20
Tango M.	N. Y. K.	Feb. 21
Montague	B. L.	Feb. 21
Kashima M.	N. Y. K.	Feb. 22
Madras M.	O. S. K.	Feb. 22
Crosskeys	A. L.	Feb. 22
West Harts	R. D. Co.	Feb. 23
Korea M.	T. K. K.	Feb. 23
Whetland	A. L.	Feb. 25
Africa M.	O. S. K.	Feb. 25
Venezuela	P. M. Co.	Feb. 25
Lake Fielding	P. M. Co.	Feb. 25
Iro M.	N. Y. K.	Feb. 25
Eastern	P. & O.	Feb. 26
Hakata M.	N. Y. K.	Feb. 26
Colorado Springs	S. & D.	Feb. 26
Hathaway	S. & D.	Feb. 26
West Ivis	S. & D.	Feb. 26
Indus M.	O. S. K.	Feb. 26
Tottori M.	N. Y. K.	Feb. 26
Tajima M.	N. Y. K.	Feb. 26
Calcutta M.	N. Y. K.	Feb. 26
Itola	P. & O.	Mar. 1
Antiochus	B. L.	Mar. 1
Nile	C. M. Co.	Mar. 2
Canada M.	O. S. K.	Mar. 3
Van Waerwyck	J. C. J. L.	Mar. 4
Atusta M.	N. Y. K.	Mar. 5
Melville	D. R. D. Co.	Mar. 8
Tenyo M.	T. K. K.	Mar. 11
E. of Russia	C. P. O. S.	Mar. 11
Changsha	B. & S.	Mar. 12
Sagaparak	A. L.	Mar. 12
Cafe M.	A. L.	Mar. 12
Western Cross	A. L.	Mar. 14
Dunera	P. & O.	Mar. 15
Swazi	B. L.	Mar. 15
Endicott	A. L.	Mar. 15
Fushimi	N. Y. K.	Mar. 17
Harold Hall	B. L.	Mar. 20
Charlton D.	R. D. Co.	Mar. 21
Nanking	C. M. Co.	Mar. 23
Montague	C. P. O. S.	Mar. 23
Tango M.	N. Y. K.	Mar. 24
E. of Japan	C. P. O. S.	Mar. 24
Elkton	A. L.	Mar. 30
Toba	N. Y. K.	Apr. 3
Dakar M.	N. Y. K.	Apr. 3
Shinyo M.	T. K. K.	Apr. 1
Siberia M.	T. K. K.	Apr. 1
Arabia M.	O. S. K.	Apr. 6
Jason	B. L.	Apr. 10
Katori M.	N. Y. K.	Apr. 13

## JAPAN, COAST PORTS, ETC.

Loksang	J. M. Co.	Feb. 18
Kwongsang	B. & S.	Feb. 18
Taksang	J. M. Co.	Feb. 18
Yatshing	J. M. Co.	Feb. 19
Kaga M.	N. Y. K.	Feb. 19
Loongsang	J. M. Co.	Feb. 19
Cheongshing	J. M. Co.	Feb. 19
Sinkiang	B. & S.	Feb. 19
Kaijo M.	O. S. K.	Feb. 22
Banca	P. & O.	Feb. 22
Hailong	D. L. Co.	Feb. 24
Kumsang	J. M. Co.	Feb. 24
Chaksang	J. M. Co.	Feb. 24
Luchow	B. & S.	Feb. 24
Ichang	B. & S.	Feb. 24
Hangsang	J. M. Co.	Feb. 24
Ceylon M.	N. Y. K.	Feb. 25
Sosho M.	O. S. K.	Feb. 25
Muttra	P. & O.	Feb. 25
Hinsang	J. M. Co.	Feb. 27
Haiching	D. L. Co.	Feb. 27
Banri M.	D. L. Co.	Feb. 28
Totomi M.	N. Y. K.	Mar. 2
Dunera	P. & O.	Mar. 2
Tjitaroem	J. C. J. L.	Mar. 3
Tjimanok	J. C. J. L.	Mar. 4
Yokohama M.	N. Y. K.	Mar. 4
Tjini	J. C. J. L.	Mar. 4
Nikko M.	N. Y. K.	Mar. 24

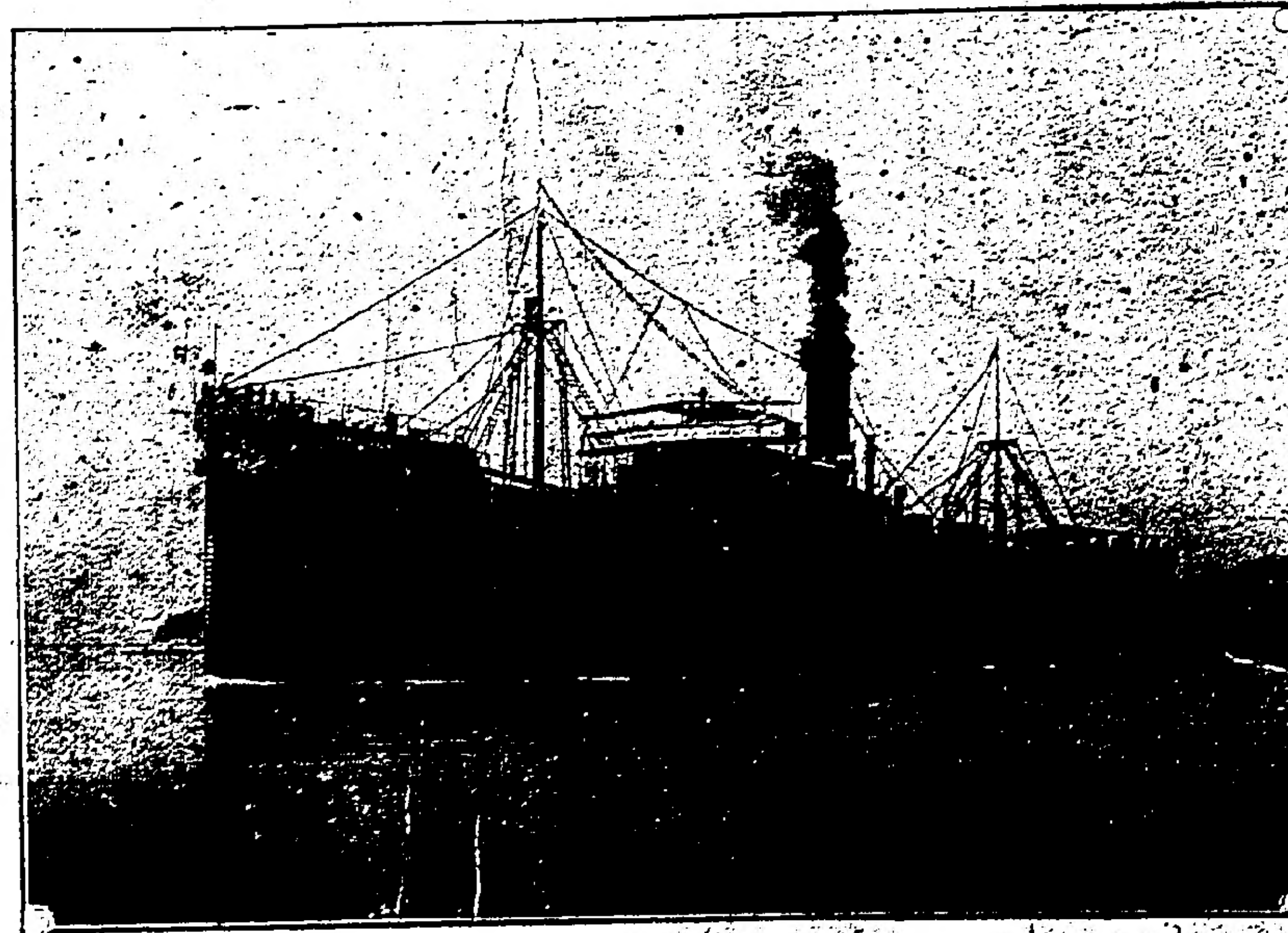
## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AR BOMBER," 8,240 tons D.W.; 5,195 tons gross.

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.



### A TRAFALGAR SHIP. FUTURE OF IMPLACABLE.

There have recently been put forward appeals for the preservation of the *Vindictive* and *River Clyde* as mementoes of glorious episodes in the war. As the Prime Minister said in reference to the proposal to have the *River Clyde* brought to England, there is considerable sentiment attaching to such vessels and a natural wish to bring them home. Yet there are weighty reasons why it seems that these appeals must fail. The *Vindictive* has broken her back at Ostend and cannot therefore be raised in her old form and the *River Clyde* is in such a condition that enormous expense would be involved in making her seaworthy enough to stand the journey from Malta, for which the cost of towing alone would be £20,000. Neither of these vessels is worthy of preservation for its own sake. The desire to keep the ship is based upon their associations in the war.

There is another vessel, however, says the *Times*, whose fate is now hanging in the balance, and which is in quite a different category. She is one of the great historical treasures of the nation—it might be said of two nations, for the French have an almost equal interest in the last survivor of their Fleet at Trafalgar. The story of the attempt to save the old *Duguay Trouin*, now known as the *Implacable*, is worth recalling.

This famous old vessel was a French 74-gun ship, and when launched at Toulon about 1790 was named the *Duguay Trouin*, by order of Louis XVI. The full story of her career will be found in Mr. Edward Fraser's book, "The Fighting Days at Sea," and there is also an illustrated account in "The King's Ships," by Captain N. S. Lecky, R.N. At Trafalgar, the *Duguay Trouin*, under Captain Touffet, was in the van of the combined fleet, and as the day's fighting closed she was one of the four ships which made good their escape, but which were captured off Finisterre 12 days later, when the *Duguay Trouin* put up an especially fine resistance. Mr. Fraser says: "No more creditable defence was perhaps ever made at sea by the French than that of the *Duguay Trouin*'s officers and men on the 2nd of November, 1805, and it stands out the better, made as it was by men who could not help being under the influence of the stunning shock they had received by having just witnessed the crushing disaster of Trafalgar."

Taken into the British Navy as the *Implacable*—in direct allusion to Napoleon's abrupt refusal to listen to the overtures for peace made in 1806 by Fox's Ministry—the ship was commissioned by Captain Thomas Bram Martin, and took a distinguished part in the capture of the Russian 74-gun ship *Sevdlod* in the Baltic in 1808. Thirty-two years later she was still in the fighting line, taking part in the operations in Syria in 1840.

**SAVED BY KING EDWARD.**  
In 1855 the *Implacable* became a training ship for boys at Devonport. The number of men to-day who, having passed through her, cherish memories of the old ship as their *mother* must run into many thousands, for she was employed in training duties for over 50 years. Then, in 1908, came the first indication that she might suffer premature extinction. The Admiralty put her on the *list*, but she was saved from the ship-breakers by the patriotic intervention of Mr. G. Wheatly Cobb, who, with his father, Mr. J. R. Cobb, had rescued the *Eoudroyant*—Nelson's "darling child"—from the German ship-breaking firm to which she had been sold in 1892. Mr. Wheatly Cobb has spent altogether nearly £100,000 on the preservation of historic British warships, and in making them serve useful national purposes. When the *Implacable* appeared to be doomed, Mr. Cobb made a strong appeal to King Edward and to the First Lord of the Admiralty. He realized that the ship was more than a Trafalgar trophy, for just as in the *Victory* (the only other survivor of the great battle) there had been preserved a typical three-decker of

the old wooden sailing ship days; and in the 38-gun ship *Trincomalee* (still existing under the charge of Mr. Cobb at Falmouth), a typical frigate; so the *Implacable* was a typical two-decker. The three ships together, apart from their historic associations and beauty, provided specimens of the three principal types of naval architecture in the most famous days of our sea power.

It was the personal intervention of King Edward which saved the *Implacable* in 1908, for his Majesty caused a telegram to be sent on the very morning of the intended sale for the ship to be withdrawn. Six months later, however, she was again ordered to be sold, as the Admiralty found that she needed extensive repairs for which there were no funds. As the only means of saving her, Mr. Cobb asked that she should be loaned to him, and his request was supported by a petition from the Royal Academy and their guests at the 1909 banquet. After a correspondence extending over 3½ years the Admiralty agreed, and on page 1,107 of the current "Navy List" the harbour ships will be found to include the "Implacable, Late Training Ship for Boys, 3,233 Tons, Falmouth (Lent to Mr. Wheatly Cobb for preservation)." It was in September, 1912, that Mr. Cobb took possession and had the vessel towed round to Falmouth, where she has since remained in a sheltered corner of the harbour.

#### NEED FOR FURTHER OUTLAY.

The present position in regard to the *Implacable* is that the Admiralty report her to be in need of repairs to the extent of about £1,000 if she is to be prevented from deterioration. If this sum is not forthcoming the Board may decide that the ship must be sold. Although under Mr. Cobb's supervision much work was done on the ship up to August, 1914, at a cost to him of over £3,000, the war put an end to this process of renovation and restoration, as the demands upon his income were much heavier, his men were called up, and material was unobtainable. Out of his unique experience of over 27 years in connection with such work, Mr. Cobb believes that there is practically no limit to the life of these old wooden ships if they are built of good material, and the weather can be kept out. His efforts towards the latter in regard to the *Implacable* have included the provision of a new upper deck, poop deck, hatchway covers, sashes to ports and stern windows, planking on the sides, and interior bulkheads. The ship is now in a much better state than when taken over, at which time her condition was indicated by the fact that the house-in-gangway stair on the starboard side fell off from sheer rot. It was in fact only after Mr. Cobb had ascertained the remarkable soundness of her timbers and her tightness below water that he assumed the heavy responsibility of taking charge.

As he now admits, however, work on the ship must be resumed in the spring if she is not to fall into hopeless decay, and while the cost of such work is enhanced his resources are less able to stand it. Mr. Cobb would be glad to have anybody associated with him in the work, but in the meantime it may be hoped that the authorities will allow a respite, as the circumstances under which they would decide to sell the ship do not appear in the least urgent. Like the *Victory*—an older ship by about 35 years—the *Implacable* will last for many years yet with proper care and attention. It will be a reflection upon the greatest maritime Power in the world if such a beautiful and eloquent monument of her glorious past is destroyed at the juncture. As the Admiralty cannot provide the sum needed out of public funds, it remains to be seen whether some patriotic British subject, or perhaps the Society for the Protection of Ancient Buildings, will come forward to assist Mr. Cobb, whose knowledge and experience is such that the ship may safely be left in his hands. In any case, the fate of the *Implacable* is a matter in which every Englishman must have an interest.

### CONDITIONS IN FRANCE.

#### HEAVY TAX ON WAR FORTUNES.

France will start a new financial era with a five per cent. loan at par, repayable within 60 years by half-yearly drawings, with a bonus of 50 per cent. on redemption. Meanwhile the country is faced with having to raise £280,000,000 in new taxation. The Budget will be three or four times heavier than before the war, which has cost France £2,860,000,000.

To get some of this money back she intends to levy a supplementary tax on those who have made fortunes out of the war, and to set up machinery whereby it can be collected rigorously. The depreciation of the franc this year has cost the country £1,000,000,000, and, according to M. Klotz, the Finance Minister, who foreshadowed heavy taxation in the Chamber last night, the only remedy for the bad economic position is to restrict consumption and to increase production.

The present spending mania in France is a source of anxiety to the Government, which seems still to cling to the belief that the dearer things are made the less will be consumed. It has been a record Christmas for extravagance. The authorities are ashamed at the wastefulness shown in restaurants. Poor people are beginning to revolt against it, and at Montmartre they have already demonstrated against pleasure-seekers flashing thousand franc notes.

The caterers wanted a repitition on New Year's Eve of the orgy which marked Christmas Eve, but M. Clemenceau has put his foot down, and there will be no extension of time for restaurants and cafes.

In order to improve the financial position, France intends to buy in the cheapest markets. As soon as the Peace Treaty with Germany is in force there will be something like a boom in trade with Germany. Through M. Klotz the Government has given the word that France should not hesitate to buy from her late enemy. She will rely on Germany for a great deal of machinery and chemical products. "There is no reason," declared the Minister, "why France should pay heavy prices to obtain from America or Great Britain goods that we can procure from Germany far more cheaply."

France is also looking forward to importing less wheat from overseas and more from Rumania. But for the moment her main concern is to economise, and to do this the Government will start a propaganda with the help of schoolmasters, the clergy, and the Press.

### CARROLL BROS.

SHARE AND GENERAL BROKERS.  
RUBBER QUOTATIONS.

	Straits
Alor Gajahs	4.30 m.
Amal Malays	4.20 sa.
Ayer Moleks	4.30 m.
Ayer Panas	16.00 m.
Balgownie	8.00 m.
Basett's	1.70 sa. & b.
Bukit Jelotong	1.25 m.
Bukit Katils	1.70 m.
Changkat Serdang	10.75 m.
Glenealies	3.50 m.
Indragiris	13.25 m.
Jerams	2.30 sa.
Jimahs	3.30 sa. & b.
Kedahs	5.30 m.
Kempas	12.75 m.
Lunas	14.25 m.
Malaka Pindas	3.70 m.
Malakoffs	6.10 sa.
Mandai-Tekongs	1.40 m.
Mayfields	10.75 m.
New Serendabs	6.20 m.
Pajams	16.25 m.
Pantais	2.05 m.
Parit Peraks	4.40 m.
Perak River	3.90 sa. & 4.10 m.
Pulau Bulangs	6.25 m.
Punggors	1.45 m.
Sandycrofts	5.00 m.
Scudais	13.50 m.
Sungei Bagans	6.00 m.
Tapahs	29.00 m.
Tambalaks	1.75 m.
Teluk Anson	16.00 m.
Temerloh	2.30 sa.
United Malaccas	2.90 sa.
Utah Simpans	4.35 m.

RUBBER is quoted at 29¼ per lb.

### THE AMRITSAR OUTRAGES.

#### THE ATTACK ON MISS SHERWOOD.

The London *Daily Express* publishes the following from its Dublin correspondent:—

Certain Dublin newspapers have been featuring the revelations of the Hunter Commission in India with headlines: "They Were Simply Natives," and endeavouring to portray the affair at Amritsar as a calculated British massacre.

To-night at Killiney Castle, ten miles outside Dublin, I talked with a cultured Englishwoman who had been beaten, bludgeoned, and triumphantly left for dead on the roadside by fanatical Indian revolutionists.

She is Miss Marcella Sherwood, of Coventry, who for fifteen years has been giving to the natives of India as a worker in the Church of England Missions all that her magnificent soul could offer in the way of education and practical humanitarian effort. The mothers, fathers and children of Amritsar were her wards. Their troubles were her personal concern. She was the ministering angel to their wants and necessities.

This was her reward:

On April 10, hearing rumours of political trouble brewing to synchronise with a religious festival, she bravely mounted her bicycle and rode into Amritsar to close the five schools and dismiss the 700 scholars under her charge.

She was unattended.

Groups of friendly natives bade her stop, but she disdained their friendly warnings because her native Christian teachers and scholars were in danger. In appearance Miss Sherwood is a youthful Edith Cavell. An intellectual face is relieved of its severity by the most entrancing of smiles.

Her story is simple as she tells it.

"About twelve o'clock," she said, "I rode through the town on my bicycle. Friendly people urged me to stop. I went to each one of the five schools and instructed them to dismiss their pupils as I could see that trouble was imminent. At the Central School, which had formerly been a rajah's palace I told the two native Christian teachers to wait, and that I would get a conveyance for them to take them to the European compounds outside the city.

"I passed that group safely, but people were urging me to take refuge. The thought of the two teachers to whom I had promised to return was in my mind. One man aimed a blow at me with his hat, but missed me. In one of the narrow streets a native tried to upset my bicycle with his foot, but failed.

"I then dismounted and walked a short distance from the Central School. I was set upon by a mob and bludgeoned. I was left unconscious and bleeding by the roadside, and I am told the mob who had committed the act became fanatical with joy and shouted: 'We have killed her!' From the windows some of my native friends rushed out and dragged me indoors.

"My wounds in the head were numerous. One was three inches long, and deep. Primitive Indian remedies were applied. Silk was burned to a powder mixed with essences and applied to stop the bleeding. It was efficacious.

"In the meantime the mob, jubilant at my supposed death, heard of my removal, and thundered at the heavy doors of my Indian hostess. Brave old lady, she defied them, and with a white lie said there was no Englishwoman inside, but they would probably find her next door at the school. That night I was secretly carried on a stretcher into a wagon and, covered with blankets, conveyed to my house outside. The next day I was taken with other European women to the Fort, where I lay for nineteen days.

"My wounds were severe, and it was on a stretcher that I was carried aboard ship, and it was on a stretcher that I landed in England.

"That is my story."

### NEW ADVERTISEMENTS

#### NOTICE.

I, Sverre Berg of Thorssen & Company, hereby give notice that in consequence of a wish to have the below-mentioned steamer carry the family name from which the name of the Figueras Steamship Co., Ltd. is derived I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of ship "CARDIGANSHIRE" of Hongkong official number 7132 of gross tonnage 4364.73 tons, register tonnage 3236.77 tons, heretofore owned by the Figueras Steamship Co., Ltd. for permission to change her name to "PACO FIGUERAS" and to have her registered in the new name at the Port of Hongkong as owned by the Figueras Steamship Co., Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 18th day of February 1920.

(SD) SVERRE BERG.

#### NOTICE.

A. S. WATSON & CO. LTD.

#### CHINESE NEW YEAR HOLIDAYS.

On Friday the 20th Instant, all departments will be CLOSED. On Saturday the 21st Instant, all departments will be open for business from 10 a.m. to 1 p.m.

A. S. WATSON & CO. LTD.  
Hongkong, 18th February, 1920.

#### NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on Saturday the 28th day of February 1920, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December 1919.

The Register of Shares of the Corporation will be closed from Monday the 16th February to Saturday 28th February 1920, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,  
N. J. STABB,  
Chief Manager.

Hongkong, 10th February, 1920.

#### NOTICE.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912.

The Exchange Banks will be closed for the transaction of Public Business on Friday and Saturday, the 20th and 21st instant.

Hongkong, 16th February, 1920.

#### NOTICE.

CHINESE NEW YEAR HOLIDAYS.

This Department will be entirely closed on Friday the 20th February, 1920. It will be open for all purposes till noon on Saturday, the 21st February, 1920. Licensed Warehouses will be entirely closed on these dates.

C. W. BECKWITH,  
Superintendent.  
Imports and Exports.

### G. & R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 23rd day of Feb., 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shauiwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

#### PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Annual Rent.	Unit Price.
1	100 feet by 100 feet.	2.30	100,000	100	100

#### NOTICE.

WAR DEPARTMENT CONTRACTS.

Sealed tenders will be received at Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock noon on the dates stated for the undermentioned services for a period of twelve months from 1st April, 1920:—

Forage & Indian Supplies, 26th February, 1920.  
Meat & General Supplies "A", 27th February, 1920.  
General Supplies "B" 1st March, 1920.  
Barrack Services, 2nd March, 1920.  
Transport Services, 4th March, 1920.  
Hospital Supplies, 5th March, 1920.  
Fuel & Washing, 6th March, 1920.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily. Tenders will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith. The right to reject the lowest or any tender is reserved.

#### NOTICE.

We have this day admitted Mr. A. D. BARRETO, as a Partner in our Firm.

J. M. DA ROCHA & CO.

Hongkong, 17th February, 1920.

#### NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, 18th February—Tea Dansant and Dinner Dance.

FRIDAY, 20th February—Tea Dansant and Dinner Dance.

SATURDAY, 21st February—Tea Dansant and Dinner Dance.

EACH SUNDAY—Orchestral Concerts During Tiffin and Afternoon Tea.

#### NOTICE.

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Transfer Books of the above named Company will be closed from Monday the 23rd day of February 1920 to Saturday, the 28th day of February 1920 both days inclusive.

Dated this 16th day of February 1920.

By Order of the Board,  
GIBB LIVINGSTON & CO.  
Agents.

### NOTICE.

UNIVERSAL IMPORT & EXPORT COMPANY.

General Commission Agents Importers - Exporters.

Hotel Mansions (Rooms No. 25-26, 27) P.O. box 348.  
Telegraphic address: UNIMPEX-COY Hongkong.  
Telephone No. 3422.

During my temporary absence, Mr. LOUIS ROUFFET will be in charge of our Hongkong Office.

UNIVERSAL IMPORT & EXPORT CO.,

J. E. de Beauchamp,  
General Manager for the Far East.  
Hongkong, 17th February, 1920.

### NOTICE.

NEW FRENCH LOAN 5%.

Price of issue Frs 100.  
Redeemable at Frs: 150 in 60 years by half yearly drawings.

Interest payable on the 1st of May & 1st of November.  
Drawings to take place on the 16th of March & the 16th of September of each year.

1st drawing on the 16th of September 1920. 1st coupon of Frs: 3.50 to be paid on the 1st of November 1920.

Subscriptions will be received up to the 10th of March next by the:

BANQUE DE L'INDO-CHINE  
L. Berindoague,  
Manager.

### NOTICE.

NEW FRENCH LOAN 5% 1920.

Under the guarantee of the French Republic

The Local Branch of the BANQUE INDUSTRIELLE DE CHINE will receive subscriptions for the New French Loan 5% 1920 from the 15th instant to the 10th of March next.

The Loan is free of income tax and redeemable in 60 Years at 15% by half yearly drawings; the interest coupons being payable on 1st May and 1st November of each year.

Fully paid subscriptions at par. Partly paid subscriptions at 101% purporting:

Fr. 25.—when subscribing  
Fr. 25.—on the 1st of April.  
Fr. 25.—on the 16th of July  
Fr. 26.—on the 1st of August, 1920.

M. ROUET DE JOURNEL,  
Manager.  
Hongkong, 16th February, 1920.

### NOTICE.

HONGKONG BOXING ASSOCIATION

MARATHON RACE.

Marathonists are urgently requested not to use the Route over which this race is being run between 3 p.m. and 4.30 p.m. on Saturday next the 1st inst.

WISEMAN, LTD.

TEA DANCES

(THURSDAY), 19th Feb.

Dance Tickets 50cts. each.

D. M. GOODALL,

MANAGER.

Big

The elder brother of  
the WESTCLOX family  
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## VICTORIA THEATRE

TO-NIGHT!

TO-NIGHT!

FOR A SHORT SEASON ONLY.

## THE BELL'S VAUDEVILLE

THE COMPANY THAT RECEIVED A ROUSING WELCOME FROM A BIG AND APPRECIATIVE AUDIENCE LAST NIGHT.



Miss **MARUSSA**  
ORIENTAL AND NOVELTY DANCER.

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THE

FAMOUS

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Miss **SALMA**  
CLASSIC AND POPULAR DANCER.

COME TO-NIGHT AND JUDGE FOR YOURSELF.

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Stalls  
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\$1.50  
1.00  
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MEN IN UNIFORM  
HALF PRICE.

Booking at ANDERSON'S.

## BENEFIT.

In Aid of the WIDOW of the late WARDER SPEED.

## COMIC FANCY DRESS FOOTBALL MATCH

will be played

ON THE

HONGKONG FOOTBALL CLUB'S GROUND

FRIDAY, February 20th, 1920.

Kick Off at 3.30 p.m.

Admission to Grand Stand \$100.

A collection will be taken for the WIDOW of the late WARDER SPEED.

By kind permission of Col. Wyndham and Officers of the Wiltshire Regt.  
The Band of the Wiltz will be in attendance.REDUCED SUGAR RATION.  
THE OFFICIAL VIEW.

Allegations by sugar traders that the Government have "missed the market" in their purchases abroad and allowed Americans to snap up all available supplies were denied recently by the Ministry of Food.

"There may have been one or two small lots that were not because of their insignificance," said an official, "but the Sugar Commission has certainly purchased all the cheap supplies available in bulk."

Mr. Duncan Carmichael, secretary of the London Trade Council, and a member of the Food Consumers' Council, agreed that the policy of reducing the ration from 8 oz. to 6 oz. was preferable,

in the interests of the poor, to maintaining the higher ration at a prohibitive price.

"The United States Government," he pointed out, "regulate the exports of the Cuban surplus—the only source available—and there has been a great increase in consumption in America since Prohibition came into force. British importers and manufacturers were at liberty to compete with Americans for all free sugar, but naturally they were at a disadvantage by being compelled to pay higher freightage for importation than their United States rivals."

The Sugar Commission has run its administration at less expense than any other department and to have bought 50 tons available here to 100 tons there would have

meant the setting up of expensive machinery in the States.

Mr. Carmichael considered that the Cabinet's real blunder was when, in its hurry to de-control foodstuffs early in the year, it failed to avail itself of 1,000,800 tons of sugar in Java after the Armistice, all of which went to China and Japan.

"Those who suggest that the manufacture of sweets and confectionery should be prohibited in order to maintain the domestic ration at 8 ozs., overlook the greater evil of unemployment and the injury to thousands of small retailers that this policy would cause," added Mr. Carmichael. "Such a result would not be worth the 1 3/4 ozs. additional ration it would give to the domestic consumer."

THEATRE



ROYAL.

HONGKONG.

UNITED SERVICES VARIETY CONCERT PARTY.

## A GRAND CONCERT

in Aid of the Widow of the late Warder Speed.

Under the distinguished Patronage of

H. E. The Governor Sir R. E. STUBBS, K.C.M.G.

The Admiral Sir A. M. DUFF, K.C.B.

Major General F. VENTRIS, C.B.

Hon. Dr. CLAUD SEVERN, C.M.G.

Hon. Mr. E. D. C. WOLFE.

Will be held on

SATURDAY, FEBRUARY 21, 1920.

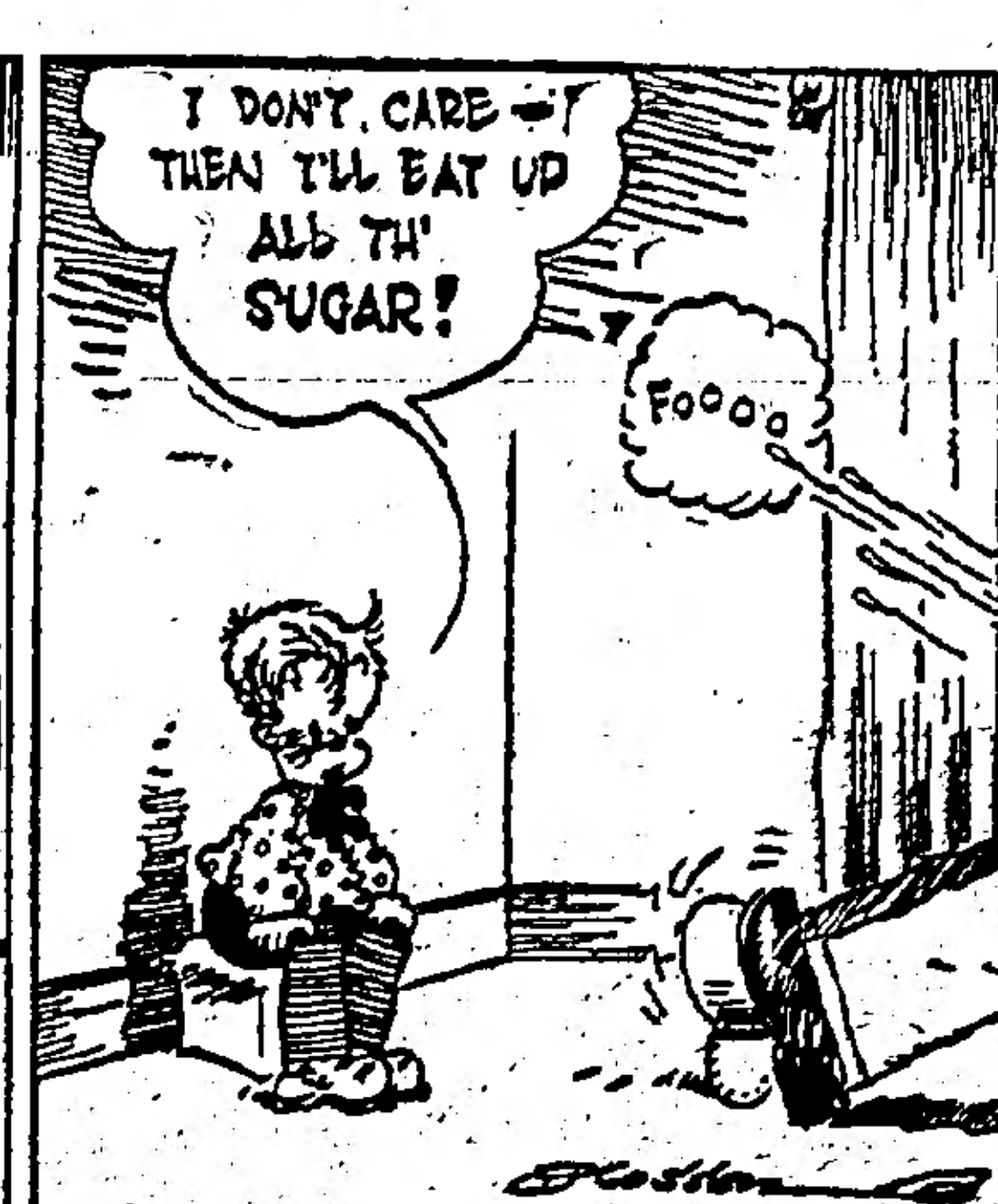
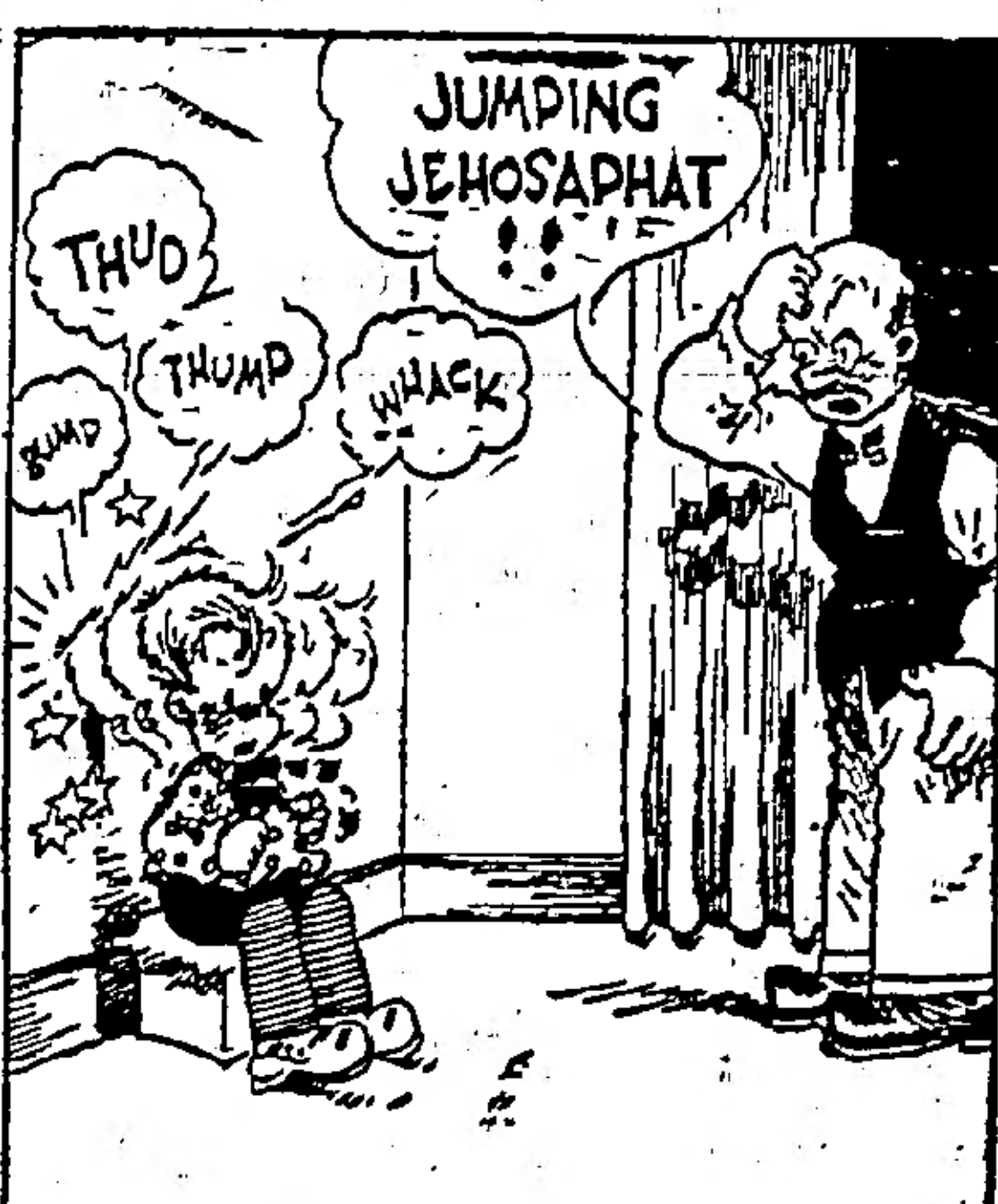
at 9 p.m. sharp.

Prices \$3, \$2 &amp; \$1. Booking at MOUTRIE'S.

FRECKLES AND HIS FRIENDS

That Would Just Suit Him!

BY BLOSSER.





## HER PAGE

The NEW PARIS SILHOUETTE *By Hester Winthrop*

This Exaggerated Flounced Tunic of Tulle Adds Width to the Hips



An Enchantingly Smart Frock of Heliotrope Taffeta that is Distinctly Parisian



PHOTOS BY JOEL FEDER



These Perfectly Straight Very Short Frocks with Elbow Sleeves are the Rage in Paris

## Designs of the Moment.

A radical change in the silhouette always seems startling at first and sometimes a little grotesque. After a twelvemonth and more of slinky petticoats, you gaze on the flounced taffeta frock pictured to-day with a sort of mental shock. "Coming to this, are we?" you exclaim and wonder how you would look all puffed out with crisp taffeta flounces below the belt. It seems impossible. Maybe somebody will do it—those younger women who take up bizarre styles and drop them as soon as something newer heaves in sight. But you won't—at least you think now you won't!

As a matter of fact, the lounced taffeta model pictured is charming. A more dainty, feminine little frock was never conceived and the old-style straight-across decolletage and little tight sleeve showing the elbow are particularly charming with the very bouffant skirt. The frock is made of heliotrope taffeta, with a border trimming of silver soutache, and the narrow, plain belt has loops of this silver braid along both edges. The skirt is slightly distended at the hips with wire run through shirrings; this makes the lowest flounce and the one just above set out well from the figure. The top flounce which is fullest of all is gathered directly to the belt at the sides, but is dropped, or, rather, slashed down, at back and front, where it is gathered to the skirt itself. You will note that each flounce of this skirt is shorter at the sides than at the centre front, a detail that adds to the smartness and grace of the costume. The girlish bodice has a very flat line over the bust and the material is not used in a straight breadth across the front. There are two darts in the bodice which shape the material, giving sufficient width at the shoulders without gathers. The back has not these darts but is made in one straight section.

## UNDER-ARM FASTENING IS NEW.

Then how in the world, you ask, does she get into that frock? Of course she can slip her head through the neck opening easily enough—but the belt-fastening? Here is the secret, a new idea adopted by the best dressmakers of Paris and New York: The frock opens—and fastens with invisible snaps—under the short sleeve, down the side seam of the bodice, at the belt, and below the belt in a short placket. Quite simple, you see. The head is slipped through the neck opening and then the frock is fastened invisibly below the arm and down the side. And there you are trim at the belt line—and not a sign of an opening at back or front of the bodice!

## FRENCH ACTRESS LAUNCHES SILHOUETTE.

A dainty little French actress, Mme. Iselle Mistinguett, has made new bouffant frocks so alluring that every woman who sees her in one of them instantly decides to order a similar model from her own couturier. One of Mme. Mistinguett's dainty frocks is made of cream lace and net; deep lace used as a flounce on the neck tunic and as a berth around the decolletage. The short sleeve and the underskirt (which is extended by wire at the hip) are of lace insertion and net puffings. A pannier-sash of broad pink satin ribbon gives a decidedly new effect. The ribbon goes around the waist and ties in a big bow at the back, and four long loops of the ribbon fall from this sash, setting out smartly in pannier effect over the gathered net tunic and wired skirt. Because it is so delightfully French, this little cream and pink frock has a finishing touch of coquetry in the way of pink ostrich tips, caught against one of the ribbon panniers and against the sashbow at the back.

## SIDE DRAPERIES ADD GRACEFUL FULLNESS.

Two very beautiful evening gowns, made in Paris, show the new silhouette in its more conservative form of expression. That is, the skirt hangs in straight, stately lines at back and front and is extended at the sides with hip drapery. In both of these gowns you will note the easy natural figure effect at the waistline. The gowns are worn without corsets and without petticoats. An evening gown of soft, rich material is worn now over a single garment—usually a combination of silk jersey that has knickers fastened below the knee. Sometimes to this rather scant supply of underwear is added a bandeau or brassiere—but only when fullness of the figure actually demands such support. One of these stunning gowns is of palest mauve brocade and under the mait chignon bodice is a square necked slip of mauve chiffon. This faint colour is repeated in the garland of mauve and silver grapes that trails down the skirt. Lace flounces help to extend the silhouette at the side draperies and the skirt is turned under, encolte fashion, above the ankles. The other gown is superb in its combination of brilliance and misty softness produced by using together crystal beaded silk net in faint pink and layers of pleated tulle in the same exquisite shade. Three silk roses in deeper pink tones accentuate the colour at the right hip. The feather fan is not pink—this would be overdoing it—but is of ostrich in softly shaded gray tones. The flounces in this instance are attached to an underskirt, wired at each hip to give the extended silhouette under the bouffant tulle flounces. These flounces emerge through long slits in the beaded net outer skirt which is extremely narrow at the foot though it gathers

softly into the beltline. The edges of the long slits in this outer skirt are stayed with narrow crystal bead banding. And festoons of beads form the apologies for sleeves.

## STRAIGHT, GIRDLED FROCKS WORN ALSO.

The Parisienne absolutely must have variety—she soon wearies of any one type of costume. So for indoor and morning wear she reserves the narrow, low-sashed frock, built of material that gives the proper softness of line and makes up—by its costliness—for what little there is of it. The frock pictured is of cream embroidered black silk net over black satin and the girdle is of black satin faced with cream.

## JUVENILE SWEATER.



This slip-on sweater has a new yoke effect with belt, and cap to match.

## Lace Flounces Widen the Hip Line of this Evening Frock.

## JOTTINGS.

## BRONZE-EFFECTS.

Bronze boots and shoes, which "went out" with the 19th century, are back again, and are much to the fore in connection with the fashionable rust-red tints of the moment. A hat of glaze kid, likewise bronzed and embellished with bronze beads was seen walking down Piccadilly lately, in conjunction with boots and bag to match, the fur coat being of beaver, with a collar edged with a band of the bronze kid. Evidently bronze effects are a feature to be reckoned with in the future.

## THE NEWEST COLOUR.

Now that the shop windows in Solo and the suburbs are all ablaze with the most glorious Venetian reds and terra-cottas, Bond-street has decided that the colour is "vieux jeu," and is doing all it knows to replace it by the new geranium red. Feather toques are being made in it, sash bands are being formed of it, and even tulle evening frocks are being created from it. But though a veiling of mole or brown may soften the geranium hat and a scarf of billowy grey net may help the evening dress, yet a good many will fight shy of so arresting a tint and prefer to remain faithful to the more becoming rust tones.

## PUNNY-BONE ORNAMENTS.

There is going to be a rush on the new elbow ornaments. They are most effective and splendid for hiding up that hateful bone in the arm that will so often insist on poking itself where it has no business. The prettiest are in black panne or satin, sparkling with paste, or if you prefer you may have diamonds. The panne is gathered at each side, with elastic run through to keep it steady. Some wear bands of bog-wood around the elbow with jewelled fastenings.

## THE NEW SHOES.

Large tabs and fancy bars are features of the new shoes. A green crocodile shoe with a large tab of the same leather and a long black suede vamp would make many a woman sigh with envy. Dark green seems to be a favourite colour. One shoe of this shade of leather has four bars above the toe, each bar having in its centre a small round paste buckle. The sides of the shoe has small canvas side-springs, reminding one, though in a most delicate manner, of the practical and essentially comfortable boots our grandmothers used to wear.

## SPARKLING STATUETTES.

Instead of being photographed these days the smartest women have themselves "executed in marble," not life size statues, but dainty statuettes. The very smartest are following the example of a recent bride, who gave her groom such a marble portrait of herself decorated with paste facsimiles of her most "ancestral" jewels. To hand yourself and your favourite jewellery down to posterity on the two-in-one plan is not a bad idea.

## PYJAMAS DE LUXE.

The fashion of using different materials for one garment is spreading to pyjamas. The latest arrival from Paris in this line has a jacket of dark blue georgette and trousers of silver grey charmeuse. On the jacket, which was given a small collar of the charmeuse, was embroidered in red silks a quaint design of a Chinese catching a fish. Altogether the model was as striking as it was costly—its price was £3—but it seemed too luxurious to wear as ordinary sleeping raiment. But for a pyjama-tea function in the boudoir one could hardly imagine anything more effective.

## LANVIN PUTS WHITE LINEN ON BLACK VELVET.

Paris dressmakers are so glad to get snowy linen back after its absence during war days that they are putting the fine, beautiful fabric wherever they can find a place for it on costumes. Lanvin has even incorporated white linen with velvet, an innovation hitherto unheard of. But the effect is tremendously smart. Lanvin's frock is a simply made black velvet model for day wear—almost girlishly simple in line and style—and it has collar and cuffs of pure white linen. The collar is in eton shape and over it lies flatly a smaller collar of the same shape and made of black velvet embroidered with gold threads. The cuffs, which flash smartly and reach half way to the elbow, are made exactly like the collar—a layer of white linen first and then a layer of gold embroidered black velvet.



Latest photograph of the Duchess of Westminster.



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will be despatched on the 4th March, 1920, to—  
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Further information may be obtained at the C.N. Office, Hotel Manouba, or from Messrs. Tins, Cook & Son, Booking Agents, Hongkong.

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SEATTLE-TACOMA-VICTORIA-VANCOUVER  
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"MAQUAN" Late Feb.

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Thru B/Ls issued to all Overland Commo  
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NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN

LINE.

From NEW YORK.

The Steamship

"MATOPPO"

having arrived, Consignees of

cargo are informed that all

goods are being landed at their

risk into the Hazardous and/or

extra hazardous Godowns of

Hobbs, Wharf, Kowloon, whence

delivery may be obtained.

No claims will be admitted after

the goods have left the Godowns,

and all goods remaining unde-

livered after the 23rd February

will be subject to rent.

All claims against the steamer

must be presented to the under-

signed on or before the 2nd

March, 1920, or they will not be

recognised.

All broken, chafed and damaged

goods are to be left in the God-

owns, where they will be ex-

amined on any Tuesdays & Fri-

days between the hours of 10.45

a.m. and noon, within the free

storage period.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 16th February, 1920.

OSAKA-SHOSEN KAISHA.

From TACOMA, SEATTLE,

VANCOUVER, JAPAN PORTS

& MANILA

The Company's Steamship

"AFRICA MARU"

having arrived from the above

ports, on the 15th February,

Consignees of Cargo are hereby

notified that their goods are being

landed and placed at their risk in

the Hongkong & Kowloon Wharf

& Godown Company's Godowns

at Kowloon, where delivery can

be obtained as soon as the goods

are landed.

Goods not cleared by the 21st

February will be subject to rent.

Damaged packages must be

left in the Godowns for examina-

tion by the Consignees' re-

presentative and the Company's

Surveyor's Messrs. Goddard and

Douglas, at 10 a.m. on Wednesday

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Chief Manager.

Hongkong, February 12th, 1920.

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10.30 a.m. to 5.30 p.m. Every 15 mins.

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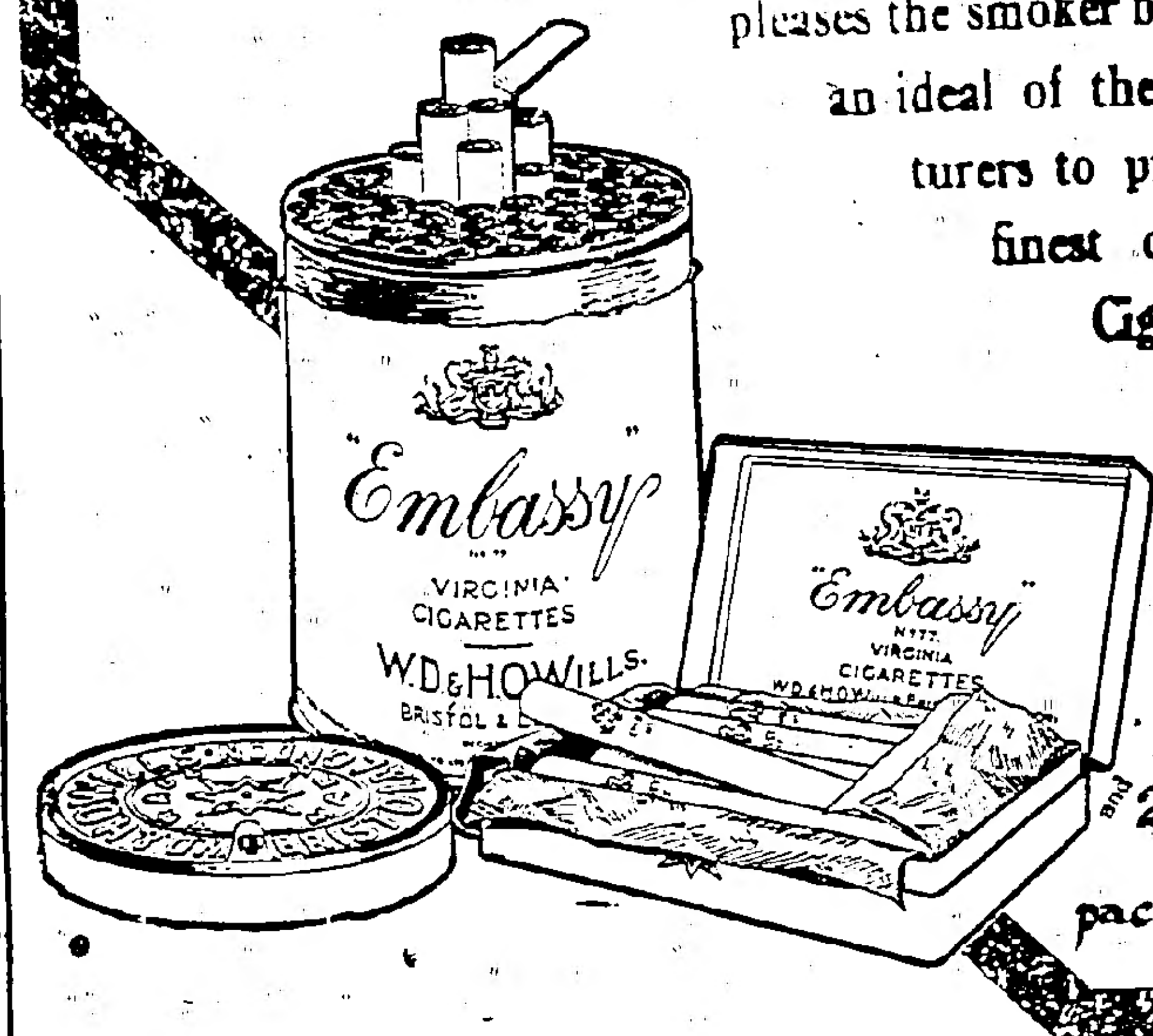


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## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

Banks.	
H.K. & S. Banks b.	\$500
Marine Insurances.	
Cantons n.	393
North Chinas n.	180
Unions n.	170
Yangtszes n.	260
Far Easterns n.	19
Fire Insurances.	
China Fires n.	138
H. K. Fires n.	300
Shipping.	
Douglases s.	89
H.K. Steamboats n.	20
Indos (Pref.) n.	205
Indos (Def.) n.	260
Shells s.	29
Ferries s.	29
Refineries.	
Sugars n.	201
Malabona s. 47 cum div.	
Mining.	
Kailans s.	140
Langkats n.	12
Shanghai Loans n.	12
S'hai Explorations n.	1
Raub n.	45
Trenchs n.	30
Ural Caspians n.	82
Docks, Wharves, Godowns, &c.	
H.K. Wharves b.	146
K. Docks n.	105
S'hai Docks n.	105
N. Engineerings b.	27
Lands, Hotel & Buildings.	
Centrals s.	107
H.K. Hotels n.	115
L. Invest n.	109
H'phreys Est. n.	72
K'loon Lands n.	50
L. Reclamations n.	133
West Points n.	58
Cotton Mills.	
Ewoe b.	510
Kung Yiks b.	44
Lau Kung Mows b.	410
Oriental b.	280
S'hai Cottons b.	310
Yangtszepoos b.	32
Miscellaneous.	
Cements b.	660
China Borneos n.	17
Do. Light old sa. 7 1/4 new b. 5 1/4	
China Providents n.	770
Dairy Farms b. 20 s. 22	
Electric H. K. n. cum rights 88	
Electric Macao n.	34
Hongkong Ropes b. 25 s. 27	
Hk. Tramways s.	61
Peak Trams, old s.	7
Do. new n.	80 cts.
Steam Laundries b.	34
Steel Foundries b.	10
Water-boats b.	104
Watsons n.	54
Wm. Powells b.	12
Wisemans b.	27 1/2

## NOTICE.

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## ASAHI BEER



SOLE AGENTS  
Mitsui Bussan Kaisha.

Hongkong, Feb. 18, 1920.

## WEATHER REPORT.

February 18, 11h 35m.—No returns from Vladivostok or Japanese stations. Pressure has increased slightly at Shanghai and over the Philippines. It has risen slightly at other reporting stations.  
The anticyclone has moved eastward. Another has formed over N. China. The monsoon will freshen again along the coast of China.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.18 inch. Total since January 1st, 2.15 inches, against an average of 1.47 inches.  
FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.  
District. Forecast.  
N.E. winds, moderate; overcast; fog rain.

1 Hongkong to Gap Rock.  
2 Formosa Channel. N.E. winds, strong.  
3 South coast of China (between H.K. and Lamook) as No. 1.  
4 South coast of China (between H.K. and Hainan) as No. 1.  
T. F. CLAXTON, Director.  
Hongkong Observatory, Feb. 18, 1920.

## HOTELS.

## THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF MRS. BLAIR.

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TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.

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In Five Intense Parts.

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TO-NIGHT at 5.15 & 9.15 p.m.

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TO-NIGHT at 7.15 p.m.

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Episodes 3 & 4 in 4 parts  
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## EXCHANGE.

## SELLING.

T/T .....	5/10
Demand .....	5/10 1/4
30 d/s .....	5/10 3/4
60 d/s .....	5/10 1/2
4 m/s .....	5/10 1/2
T/T Shanghai .....	Nom.
T/T Singapore .....	250 1/2
T/T Japan .....	205
T/T India .....	215
Demand, India .....	215
T/T San Francisco & New York .....	98
T/T Java .....	259
T/T Marks .....	Nom.
T/T France .....	14.10
Demand, Paris .....	14.10

## BUYING.

4 m/s. L/C .....	6 1/4
4 m/s. D/P .....	6 1/2
6 m/s. L/C .....	6 1/2
30 d/s. Sydney and Melbourne .....	6 1/4
30 d/s. San Francisco & New York .....	99 3/4
4 m/s. Marks .....	Nom.
4 m/s. France .....	14.60
6 m/s. France .....	14.75
Demand, Germany .....	14.75
Demand, New York .....	98 1/2
T/T Bombay .....	215
Demand, Bombay .....	215
T/T Calcutta .....	215
Demand, Calcutta .....	215
Demand, Manila .....	199 1/2
Demand, Singapore .....	250 1/2
On Haiphong .....	Nom.
On Saigon .....	Nom.
On Bangkok .....	Nom.
Sovereign .....	3.40 Nom.
Gold leaf per Tael .....	29.40
Bar Silver, ready forward .....	84 3/4

## SUBSIDIARY COINS.

H'kong, 50 cent pieces	\$5 pm.
10 " "	\$9 pm.
5 " "	\$67 pm.

## POST OFFICE.

## CHINESE NEW YEAR HOLIDAYS.

The Post Office will be entirely closed on Friday, 20th February. There will be no delivery, or collection of correspondence from the Pillar Boxes. Non-Boxholders may, however, obtain their ordinary correspondence on application at the enquiry Counter at the South-west corner of the G. P. O.

On Saturday, 21st February, the Post Office will be open from 8 a.m. to 9 a.m. and there will be one delivery of ordinary and registered correspondence, and one collection of correspondence from the Pillar Boxes, on that day.

The Money Order Office will be entirely closed.

The Branch Offices will be closed all day on Friday the 20th February.

On Saturday the 21st Feb. they will be open as on Sundays and Holidays.

As there will be no night steamer for Canton on the 19th, 20th and 21st inst., mails for Canton, to be dispatched by train, will be closed at the G.P.O. on those days at 2 p.m.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Straits—Per KAGA M., 18th Feb.	
Europe via Negapatnam—Per YATSHING, 19th Feb.	
Manila and Australia—Per TANGO M., 20th Feb.	
Straits—Per BANCA, 22nd Feb.	
Japan—Per IYO M., 24th Feb.	
Bombay—Per SAIKAI M., 27th Feb.	

## OUTWARD MAILS.

## TO-MORROW.

Macao—Per SUI TAI, 19th Feb. 8.15 a.m.	
Port Bayard, Hoibow and Haiphong—Per HANOI, 19th Feb. 9 a.m.	
Shanghai and North China—Per SINKIANG, 19th Feb. 11 a.m.	
Tientsin—Per CHEONGSHING, 19th Feb. 11 a.m.	
Saigon—Per TATOUTSE, 19th Feb. 1 p.m.	
Philippine Islands—Per LOONG-SANG, 19th Feb. 2 p.m.	
Macao—Per CHUNCHOW, 19th Feb. 4.15 p.m.	
SATURDAY, 21ST FEBRUARY.	
Shanghai and North China—Per HANYANG, 21st February, 9 a.m.	
Japan via Nagasaki—Per TANGO MARU, 21st Feb. 10 a.m.	
Macao—Per SUI TAI, 21st Feb. 1.15 p.m.	
Macao—Per CHUNCHOW, 21st Feb. 4.15 p.m.	
SUNDAY, 22ND FEBRUARY.	
Macao—Per SUI AN, 22nd Feb. 8.15 a.m.	
Philippine Islands, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA B. C.—Per KASHIMA M., 22nd Feb. 9 a.m.	
Swatow, Amoy & Formosa via Keelung—Per KALJO M., 22nd Feb. 9 a.m.	
Shanghai, North China & Japan via Kobe—Per KAGA M., 22nd Feb. 9 a.m.	

## METEOROLOGICAL.

Previous.	Day On date	On date.
Barometer .....	30.07	30.05
Temperature .....	63	61
Humidity .....	85	82
Wind Direction .....	E. CALM	E.
Force .....	3	0
Weather .....	0	off
Rain .....	0.90	0.10
Highest open air Temperature on the day .....	79.65	78.65
Lowest .....	65.18	65.18

H.K. Observatory, Feb. 18, 1920.  
T. F. CLAXTON Director.